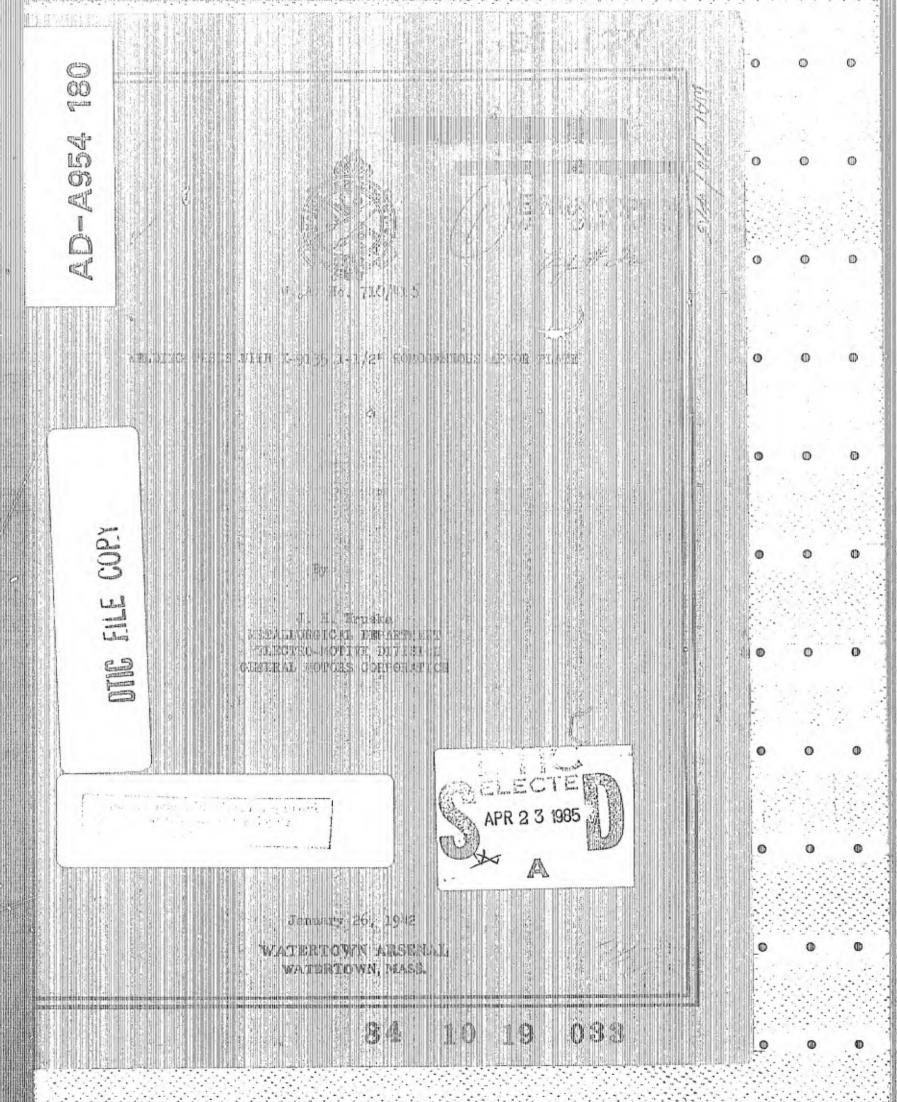
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January 26, 1942

Met.Inv.No.511-A

WELDING TESTS WITH

X-9135 12 IN. HOMOGENEOUS ARMOR PLATE

Abstract: This report describes the welding procedure and metallurgical results with automatic welding of heat treated X-9135 homogeneous armor plate. This is a preliminary report and nc attempt has been made to proof fire the resultant joint nor plate.

METALLURGICAL DEFARTMENT ELECTRO-MOTIVE DIVISION . GENERAL MOTORS CORPORATION . LA GRANGE, ILLINOIS S181 52 or proceeding/ This locument has been approved Availabilaty Codes for public relecte and rile, its A mit and/or distribution, is up) mit-Lercial. 32 QUALITY

The program of additional work with X-9135 homogeneous armor plate (outlined in our report of December 10, 1941) has been continued and preliminary welding tests made with $l\frac{1}{2}$ in. plate of that composition. Through the courtesy of Mr. Charles Laufle, Manager, Alloy Division, Great Lakes Steel Corporation, Ecorse, Michigan, samples of $l\frac{1}{2}$ in. armor plate were received, which originated from heat number J-12626, of the following chemical composition.

Carbon, %	0.38
Manganese, %	0.65
Silicon, %	0.85
Phosphorus, 7%	0.019
Sulphur, %	0.020
Chrome, %	0.59
Molybdenum, %	0.19
Zirconium, %	0.16

From the samples submitted, two plates 18 in. $x \ 8\frac{1}{2}$ in. $x \ 1\frac{1}{2}$ in. were flame-cut. Both specimens were then heat treated in order to find how this heavier material reacts to heat treatment and so as to approach actual welding of armor conditions. The heat treatment follows:

- 1. Heat to 1550° F., hold $2\frac{1}{2}$ hrs.
- 2. Quench in water.
- 3. Draw immediately to 1050° F. for 3 hrs.
- 4. Cool outside of furnace.

The hardness of the two samples was 195 and 187 B.H.N. as received. After quenching, the hardness rose to 477 and 444 B.H.N. Both plates were again checked in five spots. After tempering, the hardness ranged from 293 to 302 B.H.N. This hardness is somewhat lower than anticipated, but apparently the mass effect became evident during this operation.

The heat treated plates were then flame-scarfed to form a double "V" joint. The joint preparation is shown on the attached Figure #1. The flame-cut surfaces were not machined any further.

Automatic welding was carried out in our large Unionmelt Department under the following conditions.

	First Weld	Second Weld
Depth of bevel, in. Diameter of electrode, in. Type of electrode Velocity, inches per min. Voltage Intensity at transformer, Amp. Flux used Wire feed General appearance of weld Height of melt above the plate,	tion, no cracks	9/16 5/16 0xweld #41 12 50 1550 Unionmelt #94 120 100% Penetra- tion, no cracks 12

Prior to automatic welding, a bead of manually deposited 19-9 stainless steel was applied. The final weld looked sound, completely penetrated and no cracks were visible.

A study of the metallurgical characteristics of the joint was then made. Two cross-sectional plates were cut from the original sample plate, ground on both sides and etched with an aqueous solution of 20% ammonium persulphate. The cross section of this macro-specimen is shown in Figure #1. This illustration indicates also the exact location of impressions made by means of Rockwell and Brinell hardness testing apparatus. The results of the Rockwell survey are shown on the diagram in Figure #2. The averages for the various parts of the joint are shown on the attached Table [1. Additional tests were made by removing one inch square bars about 8 in. long from the parent metal, the first and second welds, from which standard 0.505 in. diameter test bars were machined. The obtained values are compiled in Table #2. A microscopic examination concluded the metallographical program. The appearance of the weld indicated standard deposit of 25-20 stainless steel which is also indicated by the very high elongation in 2 in.

In summing up this work, it is quite apparent that X-9135 armor plate may successfully be welded by the automatic process. In order to conclude this work, we hope to weld at least two plates 36 in. x 36 in. x $1\frac{1}{2}$ in. immediately upon their receipt from Ecorse by exactly the same procedures outlined above, which specimens shall subsequently be sent to Aberdeen for proof firing. A final report on this work shall be given after receiving that information from the U. S. War Department. Copies of this report sent to:

U. S. War Dept. Chief of Ordnance Atten. Major John L. Atkins (2)

U. S. War Dept. Erie Proving Ground LaCarne, Ohio Atten: Commanding Officer (2)

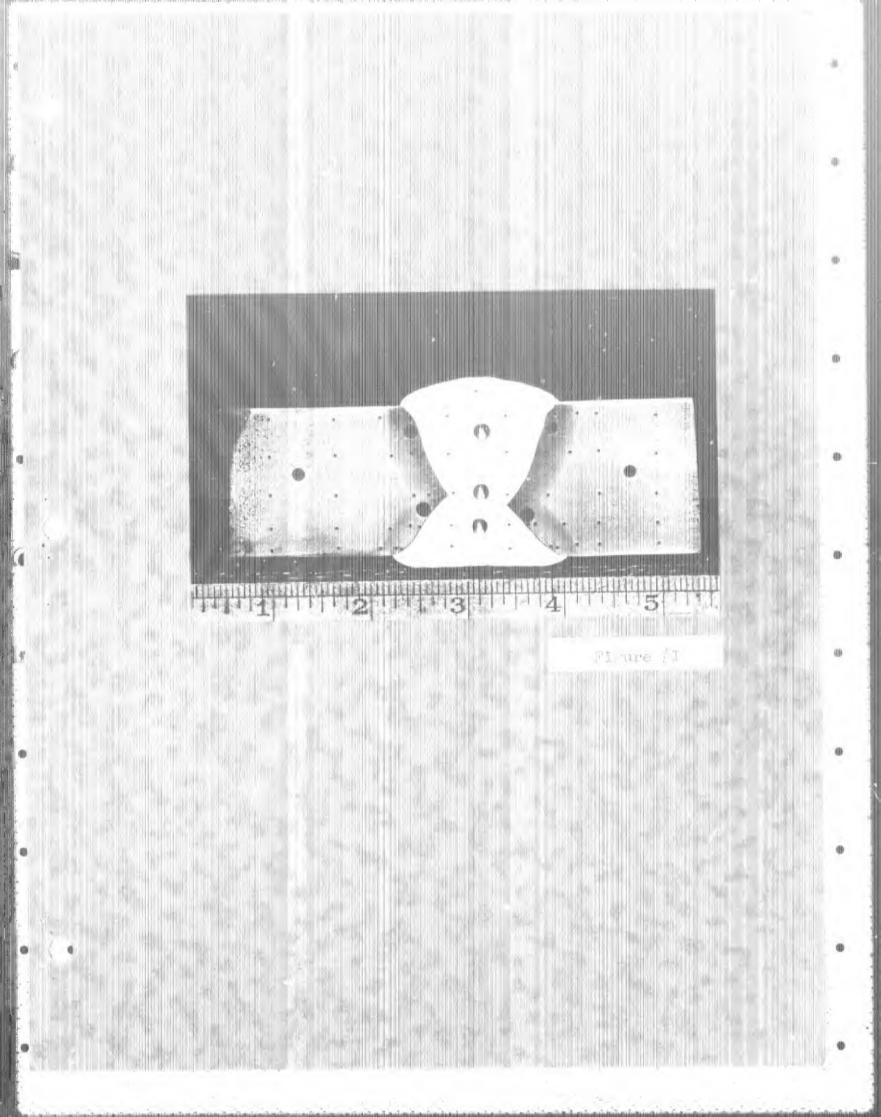
Mr. F. H. Prescott Ceneral Manager Electro-Motive Division General Motors Corp. LaGrange, Illinois (3)

U. S. War Dept. Watertown Arsenal Watertown, Mass. Atten. Major G. L. Cox (2) U. S. War Dept. Chicago Ordnance District Atten. Major E. P. Reed (2)

U. S. War Dept. Rock Island Arsenal Rock Island, Ill. Atten. General N. F. Ramsey (2)

Mr. Edward Biederman . Fisher Body Division General Motors Corp. Detroit, Michigan

Mr. Charles Laufle Manager, Alloy Division Great Lakes Steel Corp. Ecorse, Michigan (2)



HARDNESS SURVEY OF WELDED AREAS

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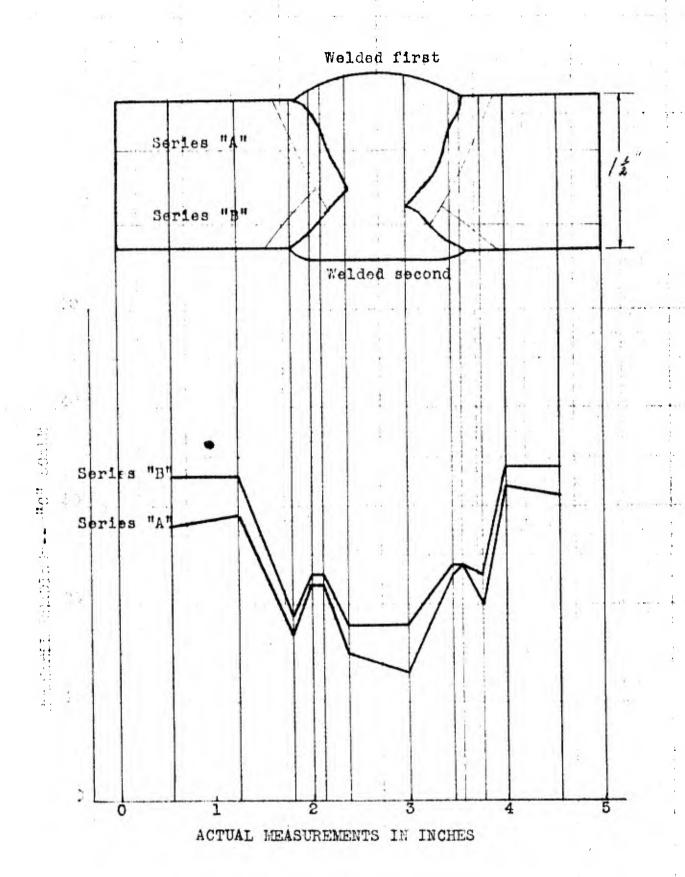


Table #1

CROSS SECTIONAL HARDNESS OF

25-20 WELDED JOINT

	Rockwell Hardness	Brinell <u>Hardness</u>
Parent Metal, center	31	269 - 285
Parent Metal, 1/8" from surface	34	-
Thermal Zone, first weld	25	255 - 262
Thermal Zone, second weld	23	223 - 241
Fusion Line, first weld Fusion Line, second weld	2 4 24	-
Weld Metal, first weld	13	170 - 187
Weld Metal, second weld	17	197

Table #2

TENSILE PROPERTIES OF WELD AND PARENT METALS

Test Bar Taken From

•	Parent Metal	Second Weld	First Weld
Test No.	1342	134 3	1344
Tensile strength,psi. Yield point, psi. Elongation in 2", % Reduction of area, % Brinell hardness	147,550 99,250 16.9 48.4 278	101,060 60,750 31.3 26.1 196	102,360 58,500 41.0 32.8 178
Charpy Impact Res.,ft.11	. 17.6	-	-