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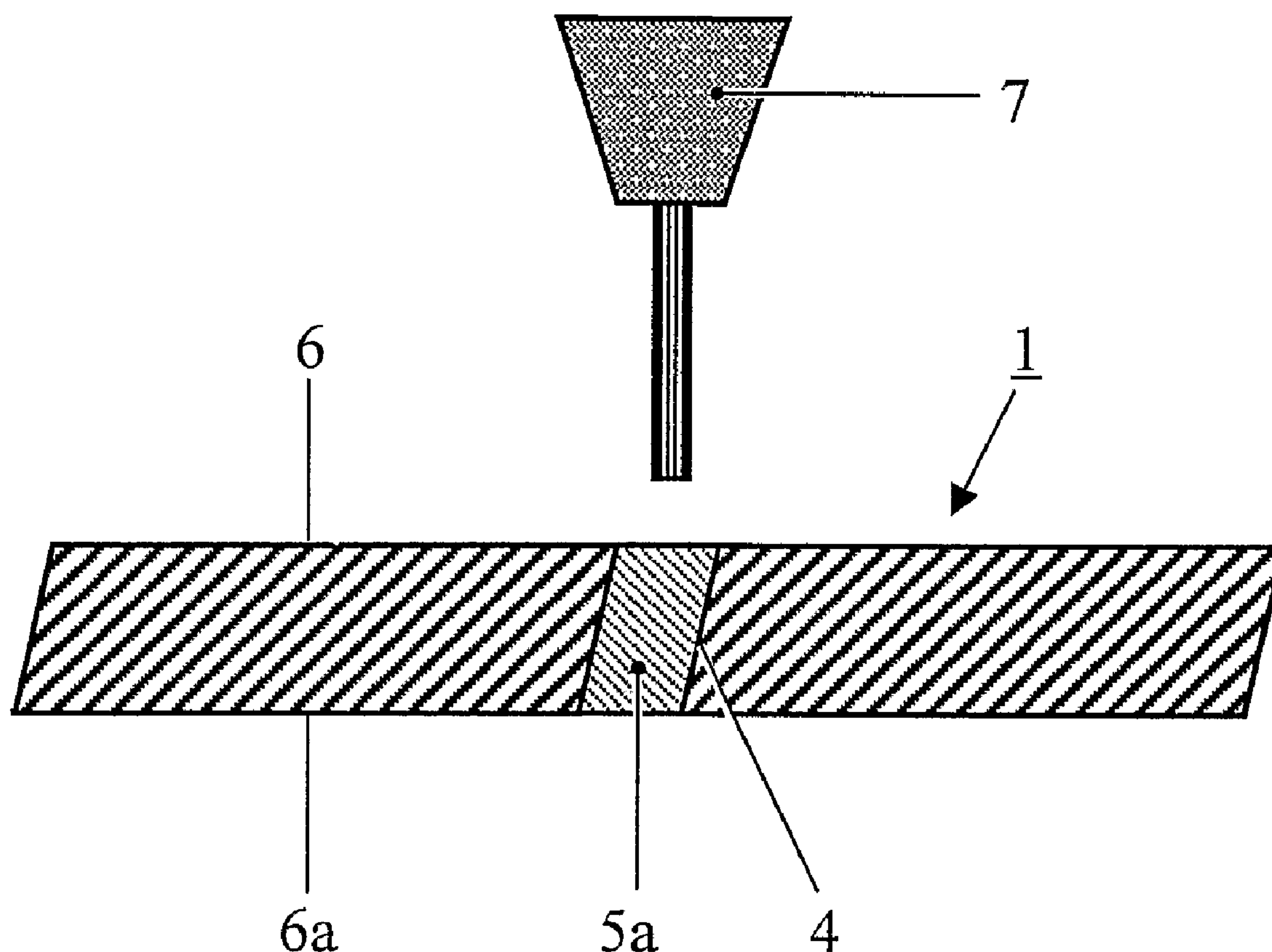
(72) Inventeurs/Inventors:
FERNIHOUGH, JOHN, CH;
BOEGLI, ANDREAS, CH;
STANKOWSKI, ALEXANDER, CH

(73) Propriétaire/Owner:
ALSTOM TECHNOLOGY LTD, CH

(74) Agent: OGILVY RENAULT LLP/S.E.N.C.R.L.,S.R.L.

(54) Titre : PROCESSUS DE MASQUAGE DE TROUS DE REFROIDISSEMENT D'UN ELEMENT DE TURBINE A GAZ

(54) Title: PROCESS OF MASKING COOLING HOLES OF A GAS TURBINE COMPONENT



(57) **Abrégé(suite)/Abstract(continued):**

to the cooling holes (4) so that the cooling holes are filled at least closest to the external surface (6), whereby the mask material (5) contains a filler material. Then the mask material (5) within the cooling holes (4) is thickening and the coating (8) is applied to the external surface (6) of the component (1) and the masked cooling holes (4). In the end remaining thickened mask material (5a) is removed from the cooling holes (4).

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PROCESS OF MASKING COOLING HOLES OF A GAS TURBINE COMPONENT

FIELD OF THE INVENTION

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The invention relates to a process of masking cooling holes of a gas turbine component.

BACKGROUND OF THE INVENTION

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Components such as gas turbine blades, vanes and other cooled parts often contain cavities that distribute cooling air to a plurality of holes in the wall of the part that lead to the outer surface. Most turbine components are coated for protection from oxidation and/or corrosion with, for example, a MCrAlY coating (base coat) and some are also coated with a thermal barrier coating (TBC) for thermal insulation. The demands of operation of the parts in a gas turbine often lead to the degradation of the coating before the structural integrity of the underlying part itself is degraded. Hence, the base coat and TBC must be removed and re-applied at least once during the lifetime of the component.

One disclosure which offers a solution to this is US-A-5,702,288, in which an abrasive slurry is injected into the cavity of the component and forced through the cooling holes which were partially covered by the coating material. There was no welding or brazing closed prior to coating. However this also abrades the internal cooling configuration (ribs), any inserts, and also the non-coated portion of the cooling holes. In addition, it would not be possible to use this process on a stator vane which contained a cooling air distribution insert, without first removing the insert. This would be time consuming and very expensive. Another version of this technique is disclosed in US-A-5,702,288. In these cases the abrasive slurry is injected from the outside of the component to the inside, through the cooling holes. However, the drawbacks of this method are similar, and there is an added problem of contamination of the coating with the slurry mixture. US-A-5,702,288 also discloses the use of a masking agent for selectively choosing which cooling holes will be affected by the abrasive slurry. A further disadvantage of this method is that it would be nearly impossible to successfully use on shaped cooling holes, particularly on the continuously widening exterior portion due to the relatively very slow flow of slurry in that area.

Another disclosure which offers a better solution is US-A-4,743,462, in which fugitive plugs are inserted into the cooling holes and partially volatilize during the coating process. The volatilization disrupts the coating in the region of the hole, and once the plugs are completely removed the holes are essentially free of coating and the cooling air will be unimpeded.

One disadvantage of the method disclosed in US 4,743,462 is that the plugs must all be placed individually into the cooling holes. For small simple aero-engine parts such as the one illustrated in the disclosure (containing only several rows of cooling holes at the leading edge) this is feasible, however for large turbine components of land-based gas turbines which may contain several hundred cooling holes, it is no longer feasible to individually place plugs into each hole. This is further complicated by the fact that each component may be manufactured with several different types of cooling hole – including

- 6 External surface
- 6a Internal surface
- 7 Energy source
- 8 Coating, coating material
- 5 9 Water jet

24. The method of claim 23,

wherein the mask material at the portion of cooling holes at the external surface of the component contains 45-90 vol.-% filler material, to a depth not less than 1 mm.

