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# DESCRIPTION

## TECHNICAL FIELD OF INVENTION

[0001] The present invention relates to the production of structures from titanium and titanium alloys. The present invention also relates to structures produced in accordance with the present invention.

## BACKGROUND TO INVENTION

[0002] Titanium and titanium alloys have high strength to weight ratio, high stiffness and excellent corrosion resistance. For these reasons it is desirable to use such materials to produce load-bearing structures, such as bicycle frames. Current manufacturing methods for producing titanium/titanium alloy load-bearing structures, such as bicycle frames, typically involve forming individual tubular frame components (by vacuum casting and deformation processes to produce the desired component profile) followed by assembly and welding of the various components to produce the frame. As titanium/titanium alloys have a high affinity for oxygen, high temperature processing such as welding must take place in a protective (reducing) atmosphere. Overall, this conventional approach is time-consuming, energy and labour intensive, and thus costly. As a result the use of titanium/titanium alloys has been somewhat limited to such things as aerospace, biomedical and high end sports products. The constraints associated with conventional manufacturing methodologies are impeding more widespread use of titanium and titanium alloys.

[0003] Against this background it would be desirable to offer a process for the manufacture of titanium/titanium alloy load-bearing structures that does not suffer these problems.

[0004] EP 2336493 A2 discloses a method of making a turbine blade involving casting an internal skeleton having a plurality of internal ribs, which form a plurality of open cooling channels, applying a filler material to the open cooling channels and applying an outer wall about the internal skeleton. The internal skeleton and the outer wall are made of different super alloy materials.

[0005] WO 2009/109016 A1 discloses a process for producing pipes comprising cold-gas dynamic spraying of particles onto a mandrel, and then removing the mandrel.

## SUMMARY OF INVENTION

[0006] Accordingly, the present invention provides a process for producing a titanium or titanium alloy load-bearing structure, which comprises cold-gas dynamic spraying of titanium or

titanium alloy particles on to a support member to form the load-bearing structure as a unitary construction thereby avoiding the need to make and join together individual components, wherein the load-bearing structure is a frame for an aerospace vessel, nautical vessel, motor vehicle, bicycle, motorcycle, motor scooter, wheelchair, hang glider or luggage, wherein the shape and configuration of the support member reflects the intended shape and configuration of the load-bearing structure to be produced, and wherein after cold-gas dynamic spraying has been completed the support member is retained at specific locations and removed from other locations of the load-bearing structure.

**[0007]** The present invention also provides a titanium or titanium alloy load-bearing structure produced in accordance with the present invention.

**[0008]** The process of the present invention may be applied to produce titanium load-bearing structures and titanium alloy load-bearing structures.

**[0009]** Throughout this specification and the claims which follow, unless the context requires otherwise, the word "comprise", and variations such as "comprises" and "comprising", will be understood to imply the inclusion of a stated integer or step or group of integers or steps but not the exclusion of any other integer or step or group of integers or steps.

**[0010]** The reference in this specification to any prior publication (or information derived from it), or to any matter which is known, is not, and should not be taken as an acknowledgment or admission or any form of suggestion that that prior publication (or information derived from it) or known matter forms part of the common general knowledge in the field of endeavour to which this specification relates.

#### **BRIEF DISCUSSION OF DRAWING**

**[0011]** Embodiments of the present invention are illustrated with reference to the accompanying non-limiting drawing in which:

Figure 1 is a schematic diagram showing a cold spray system for deposition of titanium or titanium alloy on a bicycle frame scaffold;

Figure 2 is a micrograph of cold sprayed titanium or titanium alloy on an aluminium support member (etched); and

Figure 3 is a scanning electron micrograph of the interface between titanium (alloy) and aluminium.

#### **DETAILED DISCUSSION**

**[0012]** The use of cold spray in accordance with the present invention enables titanium or titanium alloy particles to be deposited in the solid state and at extremely high speed on to a suitable support member (also referred to herein as a "scaffold"). Advantageously, this eliminates many intermediate high temperature manufacturing process steps that might otherwise be required, such as melting, rolling and welding of titanium or titanium alloy. Such steps typically require a controlled atmosphere to prevent titanium or titanium alloy oxidation. The elimination of such process steps may also be beneficial in terms of energy consumption and carbon emissions.

**[0013]** The use of cold spray in accordance with the present invention may also lead to a reduction in materials input, elimination of mould and melting cost and/or reduction of reworking and finishing for titanium or titanium alloy products. Accordingly, the use of cold spray in accordance with the present invention may decrease manufacturing costs and enhance manufacturing efficiency and rate, with corresponding commercial benefits.

**[0014]** Cold-gas dynamic spraying (cold spraying) is a known process that has been used for applying coatings to surfaces. In general terms, the process involves feeding (metallic and/or non-metallic) particles into a high pressure gas flow stream which is then passed through a converging/diverging nozzle that causes the gas stream to be accelerated to supersonic velocities (normally above 1000 m/s), or feeding particles into a supersonic gas stream after the nozzle throat. The particles are then directed to a surface to be deposited. The process is carried out at relatively low temperatures, below the melting point of the substrate and the particles to be deposited, with a coating being formed as a result of particle impingement on the substrate surface. The fact that the process takes place at relatively low temperature allows thermodynamic, thermal and/or chemical effects, on the surface being coated and the particles making up the coating, to be reduced or avoided. This means that the original structure and properties of the particles can be preserved without phase transformations etc. that might otherwise be associated with high temperature coating processes such as plasma, HVOF, arc, gas-flame spraying or other thermal spraying processes. The underlying principles, apparatus and methodology of cold spraying are described, for example, in US 5,302,414.

**[0015]** The use of cold spraying in the context of the present invention allows the production of titanium or titanium alloy load-bearing structures to be greatly simplified and made more economic. In the process of the present invention, cold-gas dynamic spraying is used to deposit and build up a layer of titanium or titanium alloy on a shaped support member. This approach avoids the need to make and join together individual components in order to yield a final structure. In particular, in accordance with the present invention cold spray avoids the need to weld titanium or titanium alloy components together. The process of the invention may be regarded as a process for producing a load-bearing structure that would otherwise (i.e. conventionally) have been produced by welding together of individual structure components. Put another way, the load-bearing structure produced in accordance with the invention is formed as a unitary construction as opposed to having been assembled by making and joining together various components.

**[0016]** The process of the invention is used to produce a load-bearing structure and in doing so seeks to leverage off the desirable material properties of titanium or titanium alloy noted above. The term "load-bearing structure" is used to denote a structure the function of which is to bear a load. The load-bearing structure is in the form of a frame that is a basic structure on to which other components are fitted. The frame is for an aerospace or nautical vessel or motor vehicle, or a frame for a bicycle, motorcycle, motor scooter, wheelchair, hang glider or luggage. The present invention is believed to be particularly well suited to making bicycle and motorcycle frames.

**[0017]** The load-bearing structure may be a final product or it may be a component of a final product. For example, in the case of a bicycle, the invention may be applied to produce the main frame.

**[0018]** In the process of the present invention, cold spraying is used to deposit and build-up a layer of titanium or titanium alloy on the surface of a support member. The shape and configuration of the support member will reflect the intended shape of the load-bearing structure to be produced. In this respect the support member may be regarded as a scaffold or skeleton.

**[0019]** The material used for the support member must be one that is not deformed when titanium or titanium alloy is cold sprayed on to it. After all, the support member provides a foundation upon which titanium or titanium alloy is deposited and any deformation of it may lead to defects and/or departure in manufacturing tolerances in the structure being produced. The mechanical properties, cost and/or the ease with which the support member can itself be produced may influence material selection for the support member. The support member may be made up of individual components that are joined together or it may be a unitary structure, for example a moulded structure.

**[0020]** After cold-gas dynamic spraying has been completed the support member is retained at specific locations and removed from other locations within the titanium or titanium alloy structure that has been produced. For example, it may be desired to retain the support member in regions of the structure that in use will experience high load and remove the support member from lower load regions. In this way it is possible to tailor the properties of the load-bearing structure even further, whilst keeping weight down.

**[0021]** Depending upon complexity of design and access to it, the support member may be removed by a variety of methods. For example, the support member may be removed by mechanical means. This may involve breaking or machining away of the support member. In the case of breaking the support member, the support member may be formed of a material (such as a ceramic) that is suitably rigid and temperature resistant to allow formation of the load-bearing structure on a surface of the support member, but that is suitably fragile to allow the support member to be broken and removed when separation of the support member and structure is required.

**[0022]** Separation of the titanium and support member may also be achieved by relying on differences in thermal expansion coefficients between the titanium and support member. In this case, separation of the structure from the support member may be achieved by heating or cooling the titanium structure and the support member.

**[0023]** The thickness of the titanium or titanium alloy structure formed by cold spraying must be adequate to satisfy structural requirements in those regions where the support member has been removed. Thus, the thickness of the titanium or titanium alloy will be application driven. By way of example, for a bicycle frame, the titanium or titanium alloy thickness may range from 1-5 mm.

**[0024]** As a further alternative, the support member may be removed by being dissolved or melted. For example, if the support material is aluminium this can be removed by dissolution in sodium hydroxide. Of course, whatever the approach used for removing the support member, this should not adversely impact on the titanium or titanium alloy structure that has been produced.

**[0025]** The material of the support member may be chosen based on properties that the support member will contribute to the load-bearing structure. Additionally, or alternatively, regions of the support member may vary in thickness and/or design based on the position those regions will occupy in the load-bearing structure that is produced. Additionally, or alternatively, regions of the support member may be made of different materials based on the position those regions will occupy in the load-bearing structure that is produced. It will be appreciated from this that the process of the invention provides significant design and outcome flexibility. In particular, more complex shapes of the titanium or titanium alloy structure may be produced than with current technologies.

**[0026]** The surface of the support member to be coated with particles will influence the characteristics of the corresponding surface of the structure that is produced. Preferably, the surface of the support member to be coated is smooth and defect-free.

**[0027]** Another possible advantage of the present invention is that the composition that is applied by cold spraying may be varied as cold spraying proceeds, and this may provide flexibility in terms of product characteristics. For example, it may be desirable to vary the grade of titanium (or type of titanium alloy) used in order to meet location specific load-bearing requirements in the structure being produced. Regions that are less load-sensitive may be formed of lower quality (or lower grade) and thus cheaper materials.

**[0028]** In another embodiment the thickness of the titanium or titanium alloy deposited may be varied in order to meet location specific requirements of the structure being produced. For example, regions of the structure expected to experience high loads may be made thicker than regions likely to encounter lower loads. Of course, if the structure is to be produced using multiple materials, then the compatibility of the different materials must be considered. Should two or more of the proposed materials be incompatible in some way (e.g., coherence/bonding),

it may be necessary to separate the incompatible materials by one or more regions of mutually compatible material(s).

**[0029]** The average size of the titanium or titanium alloy particles that are cold sprayed is likely to influence the density of the resultant deposition on the support member. Preferably the deposition is dense and free from defects, connected micro-voids (leakage) and the like, since the presence of such can be detrimental to quality. Typically, the size of the particles applied by cold spraying is from 5 to 40 microns with an average particle size of about 25 microns. One skilled in the art will be able to determine the optimum particle size or particle size distribution to use based on the morphology of the powder and characteristics of the structure that is to be formed. Generally, the thickness of the titanium or titanium alloy layer will be developed gradually during the cold spray process.

**[0030]** Particles suitable for use in the present invention are commercially available. Useful grades of titanium include commercial purity titanium, especially grade 2 and 3. Useful titanium alloys are commercially available and include titanium, aluminium and vanadium alloys such as Titanium 64 (6% aluminium 4% vanadium).

**[0031]** The cold spray apparatus used for implementation of the method of the present invention is likely to be of conventional form and such equipment is commercially available or individually built. In general terms, the basis of the equipment used for cold spraying will be as described and illustrated in US 5,302,414. Such cold spraying apparatus may be combined with equipment for holding and manipulating the support member, as required. Multiple nozzles may be used in tandem for cold spraying.

**[0032]** After cold spraying has been completed, the structure that has been produced may be given a surface finish, for example it may be ground, machined or polished according to the end user specifications. It is possible that other components or parts will be secured to the structure, such as brackets and the like, and this may be done in conventional manner. That said, it is possible that cold spray may be used to form brackets and the like as an integral part of the structure.

**[0033]** The present invention may have particular utility for producing bicycle or motorcycle frames. The invention may be applied to manufacture a frame directly from titanium or titanium alloy powder by deposition of titanium or titanium alloy particles onto an appropriately shaped support member. Utilising cold spray technology in accordance with the present invention, titanium or titanium alloy particles at velocities well above supersonic speeds impact on the support member to form a metallurgical bond and deposit on the surface to form a seamless titanium shell or titanium alloy, creating a monocoque structure over the support member. Melting is not involved in this process providing significant cost saving for implementation of protective atmosphere for titanium or titanium alloy manufacturing. Rapid deposition of material is achievable due to extremely fast deposition of particles, which makes the process a cost effective and less labour intensive. In fact, the process has potential to be fully automated.

[0034] It will be appreciated that the present invention may be implemented in a variety of embodiments including those listed below. It will be appreciated that certain embodiments may be combined, whereas others are clearly mutually exclusive.

- A major advantage of the present invention is that it enables load-bearing structures to be produced that would otherwise necessitate welding of individual components together. As explained above, welding of titanium or titanium alloy components has associated practical constraints. Advantageously, the present invention provides a process for producing a titanium or titanium alloy load-bearing structure that avoids the need to weld together individual components, which comprises cold-gas dynamic spraying of titanium or titanium alloy particles on to a suitably shaped support member. According to the invention, the load-bearing structure is formed as a unitary construction rather than being assembled of individual components.
- According to the invention, after formation of the load-bearing structure, a portion of the support member is retained. In this case the support member may be employed to impart beneficial properties to the structure or to a part of the structure, such as enhanced rigidity or strength. In this embodiment the final product of the process is a composite structure comprising titanium or titanium alloy and the support member. Here the present invention provides a process for producing a titanium or titanium alloy composite load-bearing structure, which comprises cold-gas dynamic spraying of titanium or titanium alloy particles on to a suitably shaped support member. Aluminium or an aluminium alloy may be preferred as material for the support member.
- The load-bearing structure may be of monocoque design. This may provide weight reduction and savings in materials consumption. In this embodiment the present invention provides a process for producing a titanium load-bearing structure of monocoque design, which comprises cold-gas dynamic spraying of titanium or titanium alloy particles on to a suitably shaped support member.
- The present invention may have particular utility in the manufacture of a bicycle or motorcycle frame. Accordingly, the present invention provides a process for producing a titanium or titanium alloy bicycle or motorcycle frame, which comprises cold-gas dynamic spraying of titanium or titanium alloy particles on to a suitably shaped support member. At least part of the support member is retained following cold-spraying thereby producing a composite structure. The support member may contribute to the final properties of the frame. Preferably, the support member is formed of aluminium or an aluminium alloy. When compared with conventional manufacture of titanium or titanium alloy bicycle and motorcycle frames, the invention provides advantages as follows:
- Titanium or titanium alloy frame is directly fabricated from titanium or titanium alloy powder. In conventional fabrication methods, titanium or titanium alloy is manufactured through casting (under protective atmosphere) and a series of deformation processes to produce a profile. These titanium or titanium alloy profiles are welded to final frame. Unlike current processes in this invention melting, profile fabrication and joining of titanium or titanium alloy parts are not required. Such conventional steps tend to be labour intensive and time consuming.
- Weight savings and corrosion resistance. The density of titanium ( $4.6 \text{ g/cm}^3$ ) is almost

half that of steels ( $7.8 \text{ g/cm}^3$ ). This lower density provides improved weight savings. Superior corrosion resistance of titanium also eliminates any extra processing to provide for surface protection.

- The process of the invention is a rapid and low cost process with capability of highly automated fabrication process.
- Flexibility in fabrication of complicated shapes and thus great scope for design and development of new products.
- Green process. This invention eliminates melting and joining processes in the manufacturing cycle thereby decreasing carbon footprint of the fabrication process. It also avoids the use of volatiles as used in polymer composite construction.

**[0035]** The present invention may find particular value in producing bicycle frames. Such frames tend to have a complex shape and are typically formed by welding of individual frame members together. The present invention therefore represents an attractive alternative manufacturing approach.

**[0036]** In the following process steps and practical considerations are discussed in the context of producing a bicycle frame using the process of the present invention. It will be appreciated however that these process steps and practical considerations will have relevance to the production of other types of load-bearing structures.

**[0037]** The complex shape of a bicycle frame may require examination of nozzle configuration for successful deposition and development of a cold spray (direct) manufacturing system. In this regard an important manufacturing consideration is how the nozzle can be positioned and possibly moved so that complex angles of the frame can be formed.

**[0038]** Here it may be appropriate to employ a moveable (e.g. rotatable) stage to which the scaffold may be attached. Movement of the stage may be controlled using a programmable computer system. Cold spray operating parameters may also be varied in order to optimise deposition on the scaffold.

**[0039]** It may be appropriate to attach the cold spray nozzle to a robot arm that is moveable under computer control. However, in this case care must be taken to avoid or limit wear and tear in gas hose(s) and/or power cables attached associated with cold spray equipment as this may cause crack formation and attendant safety issues. In view of this, it may be preferable to keep the cold spray nozzle stationary and to move the scaffold relative to the nozzle. The scaffold may therefore be attached to a robot arm that is moveable under computer control.

**[0040]** Implementation of the invention may also involve design optimisation with respect to load-bearing, weight and cost estimation of the final product. For example, Autodesk software may be used to develop CAD/CAM models to estimate stress distribution and deflection of the scaffold material. Following titanium or titanium alloy deposition relevant mechanical properties

of the product may be measured and/or modelled. From such work a template may be developed providing the capability to estimate product weight and load-bearing capacity based on scaffold thickness and titanium or titanium alloy deposit thickness.

**[0041]** An advanced robot system may be used to provide sophisticated movements necessary to achieve suitable cold spraying of a scaffold. The robot may use special software to demonstrate development and execution of the robot program in a virtual world. Transfer and execution of the developed program from virtual world to real deposition conditions may be applied to demonstrate a successful path that is extremely cost effective in relation to time required for direct manufacturing process, down time for the cold spray equipment, and personnel required. An example of a successful approach is given below.

#### ***Virtual Robot Program for sub-size scaffold***

**[0042]** A program was developed in virtual environment for a sub-sized scaffold that was designed using commercially available CAD software. In this regard, any 3D drawing software that can produce ".SAT" file should be acceptable. A sub-sized scaffold instead of full size scaffold was designed to achieve outcomes rapidly in respect of virtual programming.

#### ***Development of Advanced Algorithm***

**[0043]** The sophisticated shape of a scaffold with many joins and angles required a sophisticated robot program with considerable number of (deposition) targets (>4000) and paths for successful deposition. Programming this large number of targets is extremely challenging and time consuming. To overcome this, an advanced algorithm may be developed within the software to considerably decrease the number of targets required for the developer to program. In this algorithm each part of the scaffold is considered as a module with 16 main targets that are programmed by the developer and extra targets are created by algorithm. This approach saves a considerable amount of time for programming. Overall, the targets within the algorithm have to satisfy the following conditions.

1. Being within the robot arm reach in relation to the cold spray nozzle exit.
2. Optimised for deposition of titanium or titanium alloy (cold spray nozzle angle and distance).
3. No collision with cold spray nozzle or other objects in the vicinity of robot arm.

**[0044]** The final stage of the development of this type of direct manufacturing system is to examine the virtual robot program in real laboratory conditions. High precision robot movement may be tested by exposing a sub-size scaffold to a supersonic jet of cold sprayed titanium or titanium alloy particles. Predicting supersonic jet behaviour may be challenging due to

generation of complex turbulence from interaction of the jet with curved and angled surfaces of the scaffold. This requires execution of virtual program under real conditions.

### ***Robot Parameters***

**[0045]** For cost effective direct manufacturing in accordance with the invention the robot speed may be increased for faster production. It has been found however that the main effect of increased robot linear speed on deposition of titanium or titanium alloy was a decrease in titanium or titanium alloy deposit thickness. This thinning effect may be compensated by increasing the cold spray system feed rate (powder output). The robot linear speed does not have a significant effect on the efficacy of titanium or titanium alloy deposition due to the extremely rapid particle velocity involved (>1000m/s). This is almost 4 orders of magnitude faster than the typical robot speed. This presents a unique advantage for cold spray technology to achieve a consistent and rapid direct manufacturing process that eliminates production processes which involve time consuming welding and profile fabrication processes.

### ***Improvement of Surface Quality***

**[0046]** The surface quality/surface finish of the cold sprayed product may be important for marketing of the product. A variety of surface finishes may be achieved, including mirror finish, anodizing of different colour and other market driven reflective surfaces. A highly reflective surface may be achieved by suitable polishing of deposited titanium or titanium alloy.

### ***Virtual Robot Program for Full Size Scaffold***

**[0047]** To achieve direct manufacturing for a full sized scaffold will involve:

1. Achievement of full robot arm reach for programmed targets; and
2. Prevention of near miss and collision of large scaffold with cold spray nozzle equipment and other objects in the vicinity during execution of the program.

**[0048]** The spray nozzle position may be optimised for a full size scaffold after positioning simulations to achieve the best robot arm reach for all scaffold components. A "home" position may be defined to bring the scaffold to its original position after execution of each program module. For rapid production a scaffold may be divided into parts, for example two halves such as a front and mirror half. Each part then has its own module for programming targets.

**[0049]** Further to this, a calibration module may be required to set up the nozzle in relation to the robot arm and scaffold in real deposition conditions. This is important in order to ensure

that scaffold and nozzle are in precisely the same positions in space as simulated in the virtual program. A series of modules may be developed in the virtual program to deposit titanium or titanium alloy on the whole scaffold structure. The key to success of the virtual programming is to achieve robot arm reach for all targets without any near miss and collisions for individual targets.

### ***Successful Manufacturing of a full size Titanium or Titanium Alloy bicycle frame***

**[0050]** The first step for titanium or titanium alloy deposition on a suitable scaffold involves calibration of the manufacturing system to achieve precise positions for scaffold and cold spray nozzle in space as per simulations in the robot virtual station. This is extremely important due to the fact that if nozzle and scaffold are out of alignment almost all of the programmed targets in virtual program would be out of position under real deposition conditions. This could lead to lack of deposition on certain areas and perhaps collisions of scaffold with nozzle. A calibration process may be devised to overcome these challenges.

### ***Calibration of scaffold in respect to cold spray nozzle***

**[0051]** Accurate positioning of the scaffold in respect to the cold spray nozzle was important due to requirement for targets coordinates, in real deposition condition, to resemble robot virtual station. To achieve such accuracy scaffold had to be precisely positioned in respect to the robot arm and scaffold holder. A shaft may be designed to attach the scaffold to a robot arm with a pin to hold the scaffold in position. Desirably, the proposed calibration is fully automated, with the scaffold automatically adjusting its position with respect to the robot arm.

**[0052]** A calibration program may be developed to examine accurate positioning of the scaffold in respect to the nozzle tip. In this program angular calibration of the scaffold with respect to cold spray nozzle tip is possible. This calibration process for manufacturing is mainly developed for precise linear and angular positioning. This is particularly essential for future development of newly design scaffolds with potential for fully automated calibration system.

### ***Deposition of titanium or titanium alloy***

**[0053]** The next step after calibration of the manufacturing system and alignment of cold spray nozzle and scaffold is deposition of titanium or titanium alloy. Execution of a developed robot program has led to successful production of the first directly manufactured titanium or titanium alloy bicycle frame by cold spraying of titanium or titanium alloy powder. The following detail is given by way of illustration and should not be taken as limiting.

**[0054]** An aluminium scaffold, in the desired shape of a bicycle frame, was constructed by

joining (welding) aluminium tubing with a wall thickness of 0.5mm. On this scaffold was deposited an approximately 1 mm thick titanium layer in some 45 minutes. This time could be reduced by faster titanium feed rates and higher robot speeds. Notably, this compares with a production time of approximately 2 days using traditional welding processes.

**[0055]** The cold spray titanium deposit is in the form of a shell around the scaffold. This unique structure did not involve any joining and welding. This is believed to represent a paradigm shift in how such complicated structures are made.

**[0056]** The scaffold material may be removed leaving a titanium shell by dissolution of the scaffold in a suitable solution, such as caustic soda.

**[0057]** However, it is equally possible that the scaffold structure may be kept as part of the titanium bicycle frame to exploit uniquely combined properties of titanium and aluminium in a low density composite structure.

**[0058]** Titanium and titanium alloys contribute a number of desirable properties including strength, lightness and durability. Such properties are very beneficial in a high performance bicycle. In accordance with this embodiment it may also be possible to produce bicycle frames for more "mainstream" usage. In such cases light weight can be achieved using a combination of an aluminium scaffold (density 2.6 g/cm<sup>3</sup>) and a cold sprayed titanium outer shell/layer (density 4.6 g/cm<sup>3</sup>). This should be compared to a typical steel having a density of about 7 g/cm<sup>3</sup>. The cost of the frame may be controlled by varying the ratio of aluminium to titanium used. The resultant frame will still be less bulky than an all aluminium frame which must use mass to compensate for relatively low strength of aluminium (compared with the strength of titanium).

**[0059]** Embodiments of the present invention are illustrated with reference to the accompanying non-limiting example.

## **EXAMPLES**

### **Example 1**

#### ***Materials and Methods***

##### ***Cold Spray System***

**[0060]** A schematic of cold spray system that is may be used to deposit titanium or titanium alloy powder on a suitably shaped scaffold is shown in Figure 1.

**[0061]** Key to Figure 1:

- 1 Enclosure
- 2 Gas source (typically nitrogen, helium or a mixture of both)
- 3 Gas supplied at high pressure
- 4 Heater
- 5 Titanium powder feed
- 6 Electric heater
- 7 Laval nozzle
- 8 Supersonic jet of titanium particles
- 9 Scaffold
- 10 Robot

**[0062]** Nitrogen, helium gas or a mixture of them under high pressure passes through a heating system and a converging/diverging nozzle. Rapid expansion of gas at the nozzle exit leads to acceleration of the gas to well above supersonic speeds and significant decrease in gas temperature. Injection of titanium powder into the cold spray gas stream results in acceleration of the particles to supersonic speed. This results in titanium or titanium alloy particles to achieve the required kinetic energy for cold spray deposition and bonding with the scaffold.

**[0063]** Table 1 below shows the optimised parameters for successful deposition of cold spray titanium on an aluminium scaffold. It is worth noting that successful deposition can be achieved using range of operational parameters. This is because variation of temperature and pressure of the gas can each create conditions that lead to a critical velocity for deposition of titanium or titanium alloy particles. Further, acceleration above this critical velocity contributes to densification of the titanium or titanium alloy deposit and a change in mechanical properties of the coating produced.

**[0064]** Table 1 shows cold spray parameter ranges found to be useful for successful

deposition of a grade 2 titanium powder on an aluminium scaffold in accordance with the present invention.

Parameter number	Cold spray parameters	Range
1	Career Gas type	Nitrogen
2	Gas Pressure	2.5-3.5 MPa
3	Gas Temperature	450-850°C
4	Powder Feed Rate	1.5-10 kg/hour
5	Standoff Distance (Distance between nozzle exit and scaffold)	25-40 mm
6	Powder Type	Titanium grade 2 irregular shape
7	Titanium Particle Size Range	5-40 microns

### **Robot**

**[0065]** A robot is used to manipulate the scaffold in front of the cold spray nozzle. Movement of the scaffold is controlled very accurately by a computer-controlled robot arm which is programmed to follow a programmed path at a defined speed.

### **Scaffold**

**[0066]** The scaffold is a thin structure (0.5mm or greater in thickness) on which titanium or titanium alloy can be deposited. In this way titanium or titanium alloy forms a seamless shell over the scaffold. In this invention aluminium is preferably used as scaffold material due to its light weight, density (2.7 g/cm<sup>3</sup>) and affordable price. However, in principle, any material that titanium or titanium alloy can be deposited using cold spray could be used for the scaffold.

### **Example 2**

**[0067]** As noted above, the present invention is believed to have particular utility in the manufacture of bicycle frames. This example details the steps and processes involved in making such a frame. It is to be appreciated however that the steps and processes described may be applied to produce other products in accordance with the present invention.

### **Optimisation of Deposition Process**

**[0068]** To optimise titanium or titanium alloy deposition process, a series of experiments were designed to determine the critical cold spray parameters. Titanium or titanium alloy particles were applied by cold spraying to an unalloyed aluminium (1100 type) scaffold to produce a titanium or titanium alloy bicycle frame structure.

**[0069]** The deposition was made on particularly designed tube shape samples with a dome shape at one end. The dome shape allowed for examination of deposition on curved surfaces. Some of the scaffold pieces were also machined in half to examine the effect of split line on titanium or titanium alloy deposition. Experimentation on split specimens is believed to be particularly important for future development of monocoque type structures.

**[0070]** Results showed successful deposition on the edge, with dome shape, and middle sections of the specimens. Investigation of the cold spray nozzle angle showed that a 45° jet angle, perpendicular to the specimen axis, improved the filling effect of the deposit for the samples with split line. A similar improvement in titanium or titanium alloy deposit filling the split line was observed when the sample was rotated at 200 rpm with jet angle at 45°.

**[0071]** Table 2 below shows cold spray parameters that were determined for deposition on this type of substrate.

1	Cold spray nozzle type	Nozzle type 27 TC, CGTA00027 (Short Nozzle)
2	Cold spray gas temperature	680°C
3	Cold spray gas pressure	28 bar
4	Powder feed rate	2 RPM on the powder feeder disk
5	*Powder feeder carrier gas	5 m <sup>3</sup> /hr
6	Deposition gas	Nitrogen
7	Standoff (Distance from nozzle exit and scaffold)	30-45 mm

#### ***Characterisation of deposited titanium or titanium alloy***

**[0072]** To determine the bonding between deposited titanium or titanium alloy and the underlying aluminium scaffold, optical and scanning electron microscopy were used. Optical microscopy observations showed successful bond formation between titanium or titanium alloy and aluminium without the presence of any delimitation or cracks (see Figure 2).

**[0073]** Scanning electron microscopy of the interface between cold spray deposited titanium or titanium alloy and aluminium revealed successful interlocking between titanium or titanium alloy

deposit and substrate which is due to supersonic impact of titanium or titanium alloy particles penetrating aluminium surface and forming a strong bond with aluminium substrate (see Figure 3).

## REFERENCES CITED IN THE DESCRIPTION

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### Patent documents cited in the description

- [EP2336493A2 \[0004\]](#)
- [WO2009109016A1 \[0005\]](#)
- [US5302414A \[0014\] \[0031\]](#)

## Patentkrav

1. Fremgangsmåde til fremstilling af en bærende titan- eller titanlegeringsstruktur, som omfatter dynamisk  
5 koldgassprøjtning af titan- eller titanlegeringspartikler på en støttedel til frembringelse af den bærende struktur som en enhedskonstruktion til derved undgåelse af behovet for at lave og samle individuelle komponenter, hvor den bærende struktur er et skelet til et rumfartøj, et søfartøj, et motorkøretøj,  
10 en cykel, en motorcykel, en scooter, en kørestol, et dragefly eller bagage, hvor formen og konfigurationen af støttedelen afspejler den påtænkte form og konfiguration af den bærende struktur, der skal fremstilles, og hvor støttedelen efter gennemførelse af den dynamiske koldgassprøjtning bevares på  
15 specifikke steder og fjernes fra andre steder af den bærende struktur.
2. Fremgangsmåde ifølge krav 1, hvor støttedelen bevares i områder af den bærende struktur, der under brug vil opleve  
20 reelt højt belastning, og fjernes fra områder af den bærende struktur, der under brug vil opleve relativt lav belastning.
3. Fremgangsmåde ifølge krav 1 eller krav 2, hvor støttedelen er fremstillet af et materiale, der er valgt på  
25 baggrund af egenskaber, som støttedelen vil bibringe den bærende struktur.
4. Fremgangsmåde ifølge et hvilket som helst af ovennævnte krav, hvor områder af støttedelen varierer i tykkelse og/eller  
30 udformning på baggrund af den placering, disse områder vil have i den bærende struktur, der fremstilles.
5. Fremgangsmåde ifølge et hvilket som helst af ovennævnte krav, hvor områder af støttedelen er lavet af forskellige  
35 materialer på baggrund af den placering, disse områder vil have i den bærende struktur, der fremstilles.
6. Fremgangsmåde ifølge et hvilket som helst af ovennævnte

- krav, hvor titanen eller titanlegeringen, der påføres ved hjælp af dynamisk koldgassprøjtning, har en sammensætning, der varierer, efterhånden som den dynamiske koldgassprøjtning skrider frem for at imødekomme placeringsspecifikke bærende krav i den bærende struktur.
- 5
7. Fremgangsmåde ifølge et hvilket som helst af ovennævnte krav, hvor titanen eller titanlegeringen deponeres på støttedelen med varierende tykkelse på baggrund af placeringsspecifikke krav i den bærende struktur.
- 10
8. Fremgangsmåde ifølge et hvilket som helst af ovennævnte krav, hvor titanen er titan af kommerciel renhed.
- 15
9. Fremgangsmåde ifølge et hvilket som helst af kravene 1 til 7, hvor titanlegeringen er en legering af titan, aluminium og vanadium.
10. Fremgangsmåde ifølge et hvilket som helst af ovennævnte krav, hvor støttedelen bevæges i forhold til en dynamisk koldgassprøjtedyse, der anvendes til den dynamiske koldgassprøjtning.
- 20
11. Fremgangsmåde ifølge et hvilket som helst af ovennævnte krav, hvor skelettet er et cykelstel.
- 25
12. Fremgangsmåde ifølge krav 11, hvor støttedelen er dannet af aluminium eller en aluminiumlegering.
- 30
13. Bærende titan- eller titanlegeringsstruktur fremstillet i henhold til fremgangsmåden ifølge krav 1.

# DRAWINGS

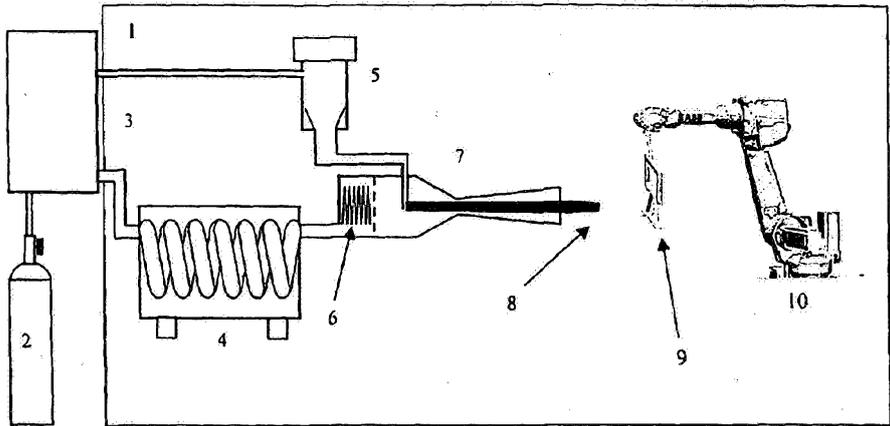


Figure 1

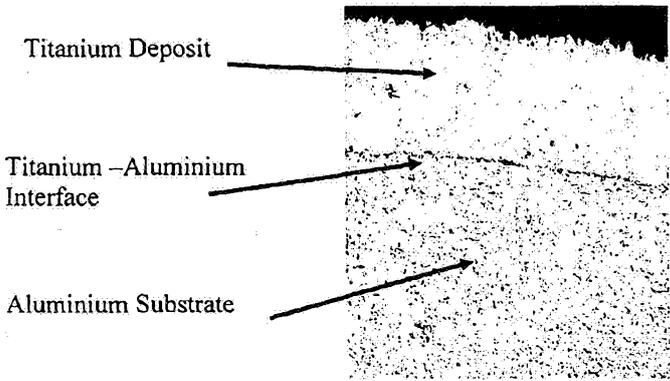


Figure 2

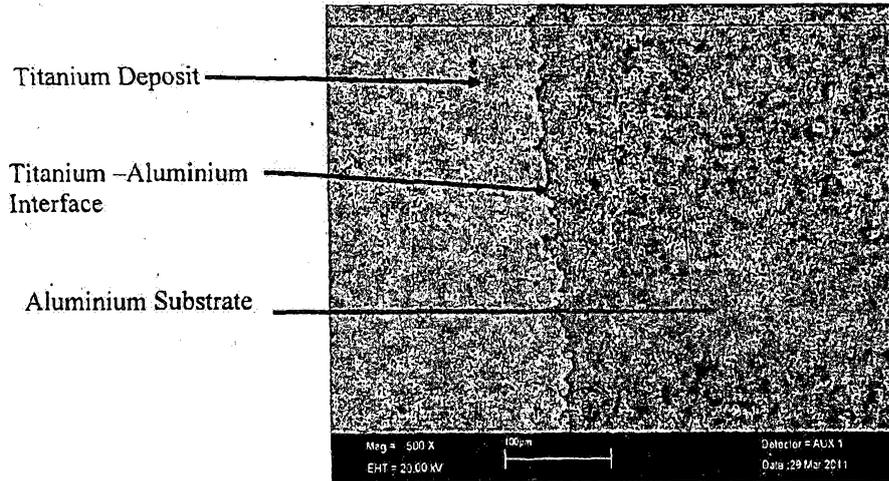


Figure 3