

# SCIENCE NEWS

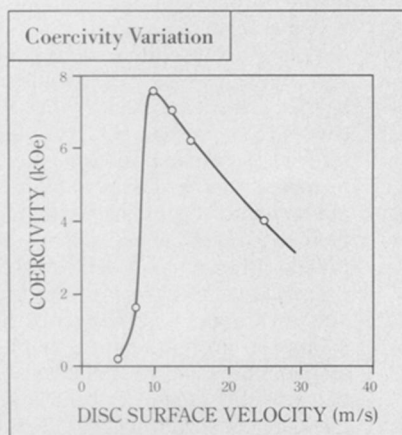
DECEMBER 5, 1981  
VOL. 120, NO. 23

## ION MAKER



# The Critical Interval

*There has long been a need in the industrial world for low-cost, high-performance permanent magnets. Recent discoveries at the General Motors Research Laboratories show promise of meeting this challenge by the application of new preparation techniques to new materials.*



Coercivity of Pr<sub>0.4</sub>Fe<sub>0.6</sub> plotted as a function of disc surface velocity.

Color-enhanced transmission electron micrograph of melt-spun Nd<sub>0.4</sub>Fe<sub>0.6</sub> having 7.5 kOe coercivity.

**T**WO properties characterize desirable permanent magnets: large coercivity (magnetic hardness or resistance to demagnetization) and high remanence (magnetic strength). Higher-performance magnets are required to reduce further the size and weight of a wide variety of electrical devices, including d.c. motors. Such magnets are available, but the cost of the materials necessary to produce them severely limits their use. The research challenge is to select, synthesize, and magnetically harden economically attractive materials of comparable quality.

Prominent among alterna-

tive materials candidates are alloys composed of iron and the abundant light rare earths (lanthanum, cerium, praseodymium, neodymium). Investigations conducted by Drs. John Croat and Jan Herbst at the General Motors Research Laboratories have led to the discovery of a method for magnetically hardening these alloys. By means of a rapid-quench technique, the researchers have achieved coercivities in Pr-Fe and Nd-Fe that are the largest ever reported for any rare earth-iron material.

Drs. Croat and Herbst selected praseodymium-iron and neodymium-iron based upon fundamental considerations which indicate that these alloys would exhibit properties conducive to permanent magnet development. These properties include ferromagnetic alignment of the rare earth and iron magnetic moments, which would foster high remanence, and significant magnetic anisotropy, a crucial prerequisite for large coercivity.

That these materials do not form suitable crystalline compounds, an essential requirement for magnetic hardening by traditional methods, presents a major obstacle. Drs. Croat and Herbst hypothesized that a metastable phase having the necessary properties could be formed by cooling a molten alloy at a sufficiently



rapid rate. They tested this idea by means of the melt-spinning technique, in which a molten alloy is directed onto a cold, rotating disc. The cooling rate, which can be varied by changing the surface velocity of the disc, can easily approach 100,000°C per second. The alloy emerges in the form of a ribbon.

**T**HE researchers found that variations of the cooling rate can dramatically affect the magnetic properties of the solidified alloys. In particular, appreciable coercivity is achieved within a narrow interval of quench rate.

Equally remarkable, synthesis and magnetic hardening, two steps in conventional processing, can be achieved simultaneously.

"X-ray analysis and electron microscopy of the high coercivity alloys reveal an unexpected mixed microstructure," states Dr. Croat. "We observe elongated amorphous regions interspersed with a crystalline rare earth-iron compound."

Understanding the relationship between the coercivity and the microstructure is essential. The two scientists are now studying the extent to which the coercivity is controlled by the shape and composition of the amorphous and crystalline structures.

"The development of significant coercivity is an important

and encouraging step," says Dr. Herbst, "but practical application of these materials requires improvement of the remanence. Greater knowledge of the physics governing both properties is the key to meeting the commercial need for permanent magnets."

## THE MEN BEHIND THE WORK

Drs. Croat and Herbst are Staff Research Scientists in the Physics Department at the General Motors Research Laboratories.

Dr. Croat (right) received his Ph.D. in metallurgy from Iowa State University. His research interests include the magnetic, magneto-elastic and catalytic properties of pure rare earth metals and their alloys and compounds.

Dr. Herbst (left) received his Ph.D. in physics from Cornell University. In addition to the magnetism of rare earth materials, his research interests include the theory of photo-emission and the physics of fluctuating valence compounds.

Dr. Croat joined General Motors in 1972; Dr. Herbst, in 1977.



# General Motors

The future of transportation is here