



# AL 29-4C<sup>®</sup> Alloy (UNS S44735)

A Superferritic Stainless Steel for  
Power Plant and Desalination  
Condenser Tubing



**ATI Allegheny  
Ludlum**  
Allegheny Technologies



AL 29-4C<sup>®</sup>

## General Properties

AL 29-4C® alloy, is a superferritic stainless steel developed by Allegheny Ludlum in the early 1980s specifically for power plant surface condenser tubing. Since that time over 60 million feet of superferritic condenser tube has been put into service. The alloy has excellent resistance to brackish, polluted or high chloride waters, e.g., seawater, when properly manufactured by the tube producer. While maintaining all attributes of conventional ferritic stainless steels, AL 29-4C alloy provides the following advantages over other competitive materials:

1. High resistance to severe chloride environments, such as seawater
2. Better resistance to vibration damage than titanium
3. Better resistance to erosion-corrosion than titanium and copper base alloys
4. Better heat transfer properties than austenitic stainless steels
5. Low cobalt content
6. Cost effectiveness.

## Alloy Development

Historically, the major disadvantage in using conventional stainless steels in seawater and other aggressive waters has been the susceptibility of these steels to chloride pitting and crevice corrosion. Conventional stainless steels are particularly susceptible to corrosion if deposits form or low flow conditions exist in high chloride waters.

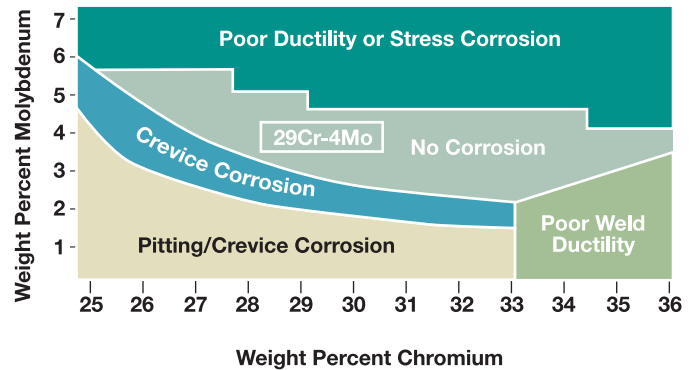
Increased resistance to chloride pitting and crevice corrosion correlates with increased chromium and molybdenum content in stainless steels. The basic composition of AL 29-4C alloy (29% chromium and 4% molybdenum) was derived from the work of M. A. Streicher (Corrosion 30 (3), 1974, pp. 77-91). Streicher used two laboratory tests to establish the chromium and molybdenum content necessary for optimum resistance to chloride crevice and pitting corrosion. One test utilized a 2%  $\text{KMnO}_4$  — 2%  $\text{NaCl}$  solution at 195°F (90°C) while the second test utilized a 10%  $\text{FeCl}_3$  solution at 122°F (50°C).

The  $\text{FeCl}_3$  test was conducted in a manner similar to ASTM procedure G48B and used teflon blocks held with rubber bands to create crevice conditions. Streicher's results are shown schematically in Figure 1.

The effect of chromium and molybdenum is synergistic, i.e., less molybdenum is needed at higher chromium levels. For example, alloys have 26% chromium and 3% molybdenum exhibited pitting or crevice attack in the two corrosion tests while alloys containing 27-30% chromium and 3.5-4% molybdenum were resistant in both tests. High levels of molybdenum (e.g., 5%) were found to decrease both ductility and stress corrosion cracking resistance (in 42% boiling magnesium chloride). These limits have come to define the family of superferritic stainless steels S44735 and S44660 known as AL 29-4C and SEA-CURE®, respectively.

The only other deliberate alloying additions to AL 29-4C alloy are titanium and niobium as stabilizing elements. The stabilizers are added to combine with carbon and nitrogen to improve weldability, toughness and resistance to intergranular corrosion.

Figure 1 — Effect of Chromium and Molybdenum on the Properties of Fe-Cr-Mo Alloys.



## Typical Composition

Table 1

Element	Weight Percent
Chromium	29
Molybdenum	4
Nickel	0.3
Manganese	0.5
Phosphorus	0.03
Sulfur	0.01
Silicon	0.4
Cobalt	0.03
Carbon	0.02
Nitrogen	0.02
Titanium & Niobium	0.5

Data shown are typical, and should not be construed as maximum or minimum values for specification or for final design. Data on any particular piece of material may vary from those shown herein.

® SEA-CURE is a registered trademark of Plymouth Tube Company

# Corrosion Resistance

## Pitting & Crevice Corrosion Resistance

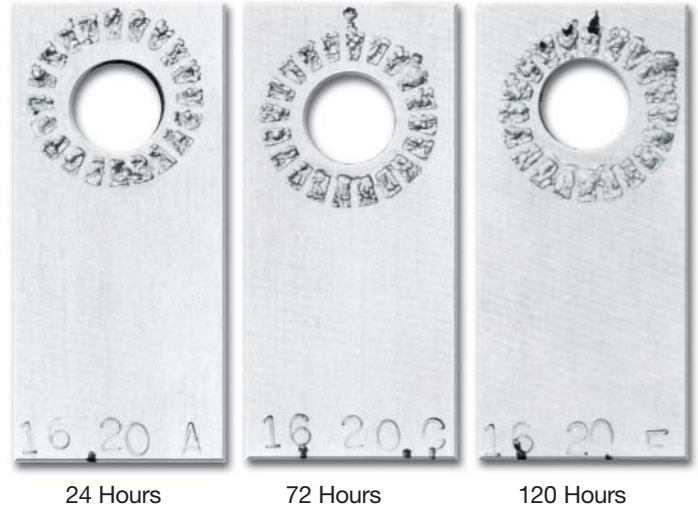
The most important corrosion property to consider when evaluating stainless steels for service in aggressive waters is resistance to chloride crevice corrosion. AL 29-4C alloy is extremely resistant to chloride crevice corrosion, after welding, annealing and post weld cleaning of oxide discoloration. This is typically done by acid pickling or bright annealing (preferably in a reducing atmosphere) for the highest level of corrosion resistance to warm seawater.

Figure 2 compares the performance of AL 29-4C alloy with the conventional Type 316L stainless steel in the ASTM G48 10% ferric chloride test at room temperature for different test times. Resistance to corrosion in this laboratory test is often correlated with resistance in low temperature seawater. AL 29-4C alloy shows no crevice or pitting corrosion while Type 316L is severely attacked.

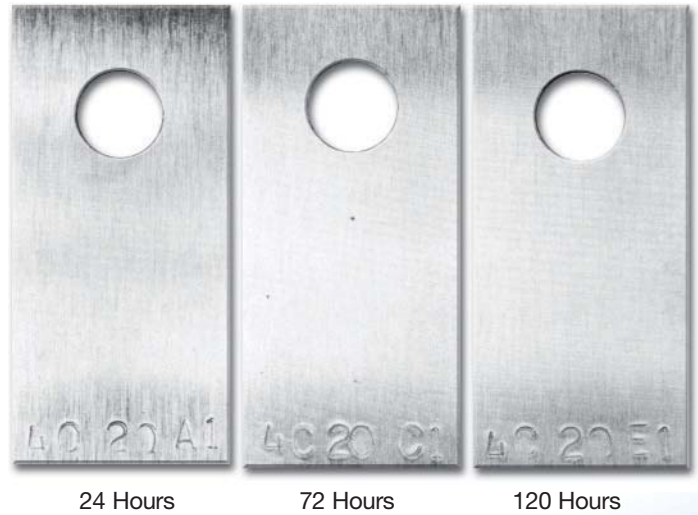


Figure 2 — Crevice Corrosion Test in 10% Ferric Chloride at 70°F (21°C).

### Type 316L



### AL 29-4C® Alloy



# AL 29-4C®

The severity of the ferric chloride test can be increased by increasing the test temperature or acidifying the solution. Figure 3 compares the typical performance of AL 29-4C tubing to that of titanium tubing (Grade 2) at room temperature, 95°F (35°C) and 122°F (50°C). The excellent resistance of AL 29-4C tubing is evident.

Figure 3 — Crevice Corrosion Test in 10% Ferric Chloride for 72 Hours.

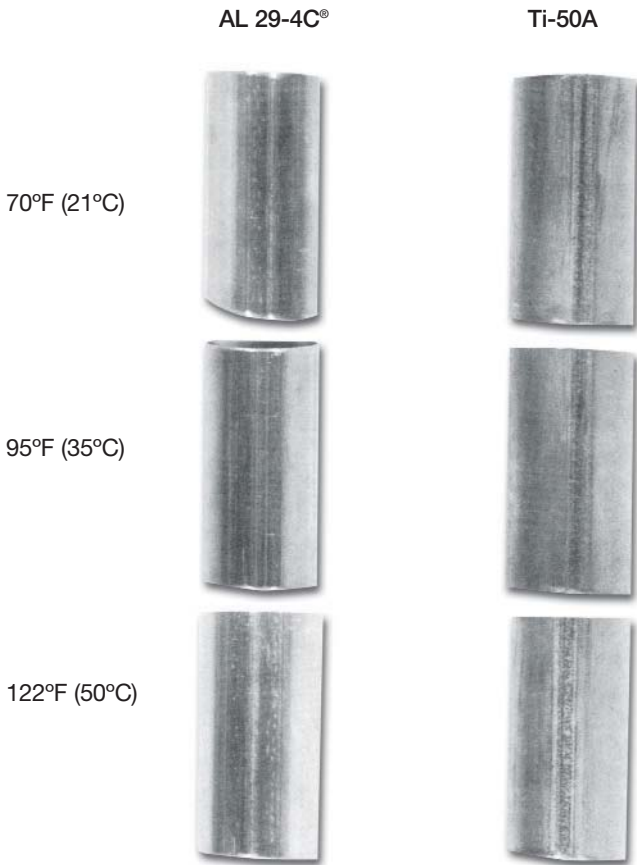
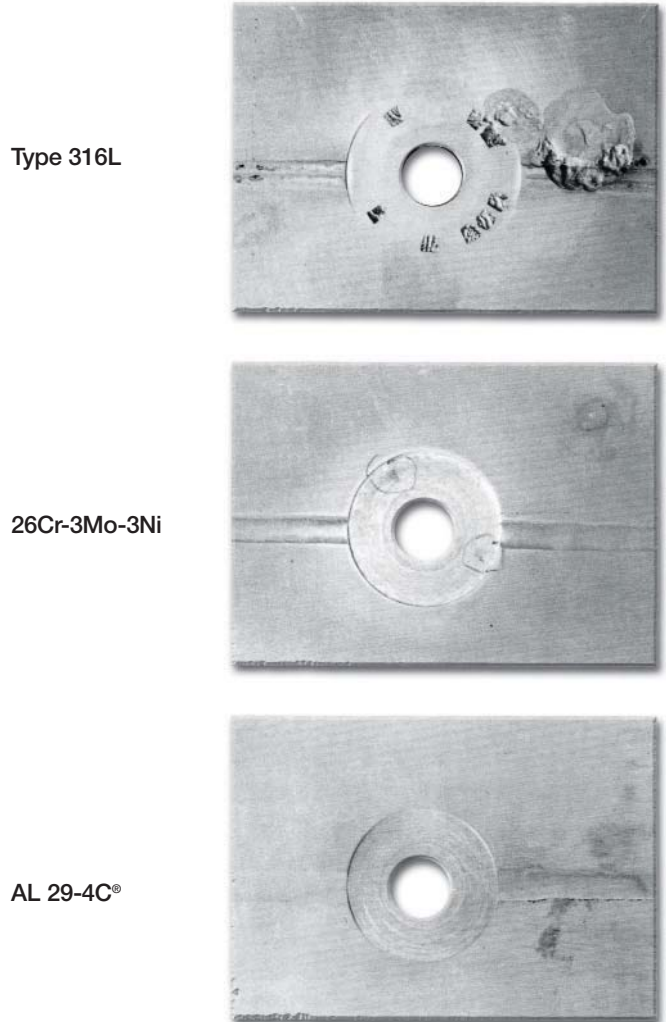


Figure 4 — Test Panels with Artificial Crevices after 9 Months of Exposure to Seawater.



## Seawater Testing

AL 29-4C alloy has also been tested in a seawater immersion test. The test was conducted in quiescent seawater for a 9-month period. The average water conditions were: 53°F (11.6°C), 30,900 ppm salinity, pH 7.8 and dissolved oxygen 8.6 ppm. Figure 4 compares the performance of Type 316L, a 26% chromium, 3% molybdenum and 3% nickel alloy, with AL 29-4C alloy after nine months of immersion. Artificial crevices were imposed prior to immersion on welded, annealed and scale free samples. The AL 29-4C samples showed no evidence of corrosion; however both the Type 316L and the 26% chromium-3% molybdenum-3% nickel alloy suffered crevice corrosion. The seawater immersion results clearly show the superior performance of AL 29-4C alloy.



## General Corrosion Resistance

AL 29-4C alloy like other superferritic stainless steels, offers excellent resistance to a broad range of corrosive environments. Laboratory tests have demonstrated that the AL 29-4C alloy is extremely resistant in some brine environments (Table 2). AL 29-4C alloy performed better than Type 316L stainless steel, titanium and nickel-copper alloy 400.

Similar to other high chromium ferritic stainless steels, AL 29-4C alloy has demonstrated excellent corrosion resistance to sodium hydroxide and nitric acid. Table 3 tabulates results for AL 29-4C alloy in several tests.

Consistent with its composition, AL 29-4C alloy performs similar to superaustenitic stainless steels in a variety of other environments. Of particular importance is the excellent resistance of AL 29-4C alloy to condenser environments where ammonia, other noncondensables and sulfide attack copper base alloys. In addition AL 29-4C tubing is highly resistant to erosion attack from both impinging steam and sand or debris at the tube inlet end.

Table 2 — Corrosion Tests in Brines\*

Environment	Alloy	Observed Corrosion
Boiling Saturated NaCl + 10% Na <sub>2</sub> CO <sub>3</sub> pH 11 (230°F)	AL 29-4C®	No Attack
	Ti-50A	No Attack
	Alloy 400	Crevice Attack
25% NaCl 0.38% Na <sub>2</sub> SO <sub>4</sub> 0.15% CaCl 0.03% MgCl <sub>2</sub> pH 6.7-7.2 (226°F)	AL 29-4C	No Attack
	Ti-50A	Crevice Attack
	Alloy 400	Crevice Attack
	T-316L	Crevice Attack

\*72-hour tests per ASTM G48.

Table 3 — Corrosion Results of AL 29-4C® Alloy

Environment	Temperature °F (°C)	Corrosion Rate MPY (mm/YR x 10 <sup>3</sup> )
20% NaOH	250 (121)	0.6 (15.2)
40% NaOH	250 (121)	0.1 (2.54)
60% NaOH	250 (121)	0.3 (7.6)
60% NaOH	315 (157)	1.6 (41)
70% NaOH	250 (121)	0.2 (5.1)
70% NaOH	350 (177)	1.9 (48.3)
10% HNO <sub>3</sub>	300 (149)	0.1 (2.54)
20% HNO <sub>3</sub>	300 (149)	2.2 (56)
30% HNO <sub>3</sub>	300 (149)	4.1 (104)

## Stress Corrosion Cracking

The ferritic structure and the low level of copper and nickel make AL 29-4C alloy highly resistant to chloride stress corrosion cracking. Laboratory tests of annealed strip have shown no evidence of stress corrosion cracking in U-bent samples after 500 hours in boiling 26% sodium chloride.

## Intergranular Corrosion Resistance

AL 29-4C alloy contains a deliberate titanium & niobium addition to stabilize the carbon and nitrogen. AL 29-4C alloy is resistant to intergranular corrosion as determined by the copper-copper sulfate-sulfuric acid tests detailed in ASTM Specification A 763, Practices Y and Z.

## Mechanical and Physical Properties

Typical mechanical and physical properties of AL 29-4C alloy, titanium (Grade 2), and 90-10 copper-nickel are compared in Table 4. AL 29-4C alloy has considerably higher yield strength, tensile strength and modulus of elasticity than either titanium or 90-10 copper-nickel. Condenser tube mechanical properties are of most interest when considering tube-to-tubesheet joints. The most common tube-to-tubesheet joint is roller expanded.

AL 29-4C tubes can be rolled and flared or belled into a variety of tubesheet materials if proper tools are used. Expansion can be successfully accomplished using 3 to 5 roller expanders, and selection of the number of rolls is largely a matter of personal preference. Figure 5 shows several examples of AL 29-4C alloy demonstrating the ductility of the tubular product. Amount of expansion, achievable pullout strength and other important parameters depend to a large extent on the specific tubesheet involved. A typical tube sheet material used in conjunction with AL 29-4C tubes is AL-6XN® plate.

If clad plate is utilized for tube sheet material, the tube-to-tubesheet joints are typically seal welded with a stabilized austenitic filler metal suitable for the corrosive service.

The high modulus of elasticity of AL 29-4C alloy results in superior resistance to vibration. This may permit much greater support sheet spacings for the same resistance to vibration as titanium, or may allow for considerably thinner tube walls.

Of more significance, perhaps, is the fact that if a condenser was designed for a higher modulus alloy such as 70-30 copper-nickel, or a heavier wall, low modulus alloy, then titanium often cannot be used in practical wall thicknesses because the modulus is too low to provide sufficient stiffness. AL 29-4C alloy is an excellent material for these applications.

The thermal conductivity coefficient (k) of the stainless steels is considerably lower than the coefficient for the copper, brass or cupro-nickel alloys. Experience has shown that this resistance to heat transfer is only a few percent of the total resistance. Figure 6 demonstrates the effects of corrosion and fouling on condenser tube as a result of service exposure. Similar results in many applications have made the stainless steels viable heat transfer materials. The thermal conductivity coefficient of AL 29-4C alloy is better than conventional austenitic stainless steels.

Figure 4 — Comparative Mechanical and Physical Properties of Condenser Tube Materials

Property	AL 29-4C®	Ti-Grade 2	90-10
<b>Yield</b>			
Strength ksi (MPa)*	80 (552)	50 (345)	50 (345)
<b>Ultimate</b>			
Strength ksi (MPa)	95 (655)	70 (483)	60 (414)
<b>Elongation</b>			
(percent)*	20	20	25
<b>Modulus</b>			
ksi x 10 <sup>3</sup> (GPa)**	29 (200)	15 (103)	18 (124)
<b>Thermal</b>			
Conductivity	121 (17)	152 (22)	312 (45)
BTU/hr/ ft <sup>2</sup> /°F/in (W/M <sup>2</sup> C)**			
<b>Thermal</b>			
Expansion	5.2 (17.2)	4.8 (16.5)	9.5 (45)
in/in/°Fx10 <sup>6</sup> - 32°F-212°F (x10 <sup>-6</sup> °C)			
<b>Density</b>			
lbs/in <sup>3</sup> (g/cm <sup>3</sup> )	.277 (7.67)	.163 (4.51)	.323 (8.94)

\* Typical properties for condenser tubing.

\*\* HEI, 9th Ed., App. I.

Figure 6 — Overall Heat Transfer vs. Exposure Time

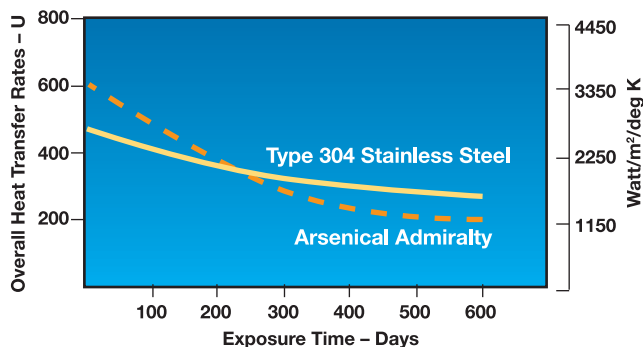


Figure 5 — AL 29-4C® Tube Tests



## Availability

AL 29-4C welded tubing is available in wall thicknesses .01" (.254mm) to .050" (1.27mm). Other sizes may be available on request. AL 29-4C flat-rolled products are available in standard widths up to 36" (914mm).

## Specification

ASTM A268, A240  
ASME SA268, SA240

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**USA Main Offices:**



Technical & Commercial Center  
1300 Pacific Avenue, Natrona Heights, PA 15065  
Tel: 800-258-3586



PO Box 5030, Monroe, North Carolina 28111-5030  
Tel: 704-289-4511



PO Box 460, 1600 NE Old Salem Road, Albany, Oregon 97321  
Tel: 541-926-4211



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ATIO Japan  
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ATIO Beijing  
Room 805, Scitech Tower, No.22, Jianguomenwai Avenue  
Beijing 100004, P.R. China  
Tel: (86-10) 65120451/52

Shanghai STAL Precision Stainless Steel Co., Ltd.  
3368 Jin Du Road, Xinzhuang Industrial Zone Shanghai,  
201108 People's Republic of China  
Phone: 011-86-21-5442-2888

**European Offices:**

France  
ATI Allvac  
9, rue Michael Faraday, 78180 Montigny, Le Bretonneux, France  
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Tel: 49-211-513-560-13

ATI Allegheny Rodney  
Klienbeckstrasse 7, 45549 Sprockhovel, Germany  
Tel: 49 (0) 23-24-97-36-16

Scandinavia  
ATI Scandinavia  
P.b. 260, 1411 Kolbotn, Norway, Vassbonnvn 7, 1410 Kolbotn, Norway  
Tel: 47-66-80-06-41

United Kingdom  
ATI Allvac Ltd  
Atlas House, Attercliffe Road, Sheffield S4 7UY, United Kingdom  
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