

**A STUDY ON CORROSION RESISTANCE OF
SODIUM METAVANADATE (NaVO₃) COATED ON
AZ91D MAGNESIUM ALLOY BY ANODIZING
TECHNIQUE**

NOR FADZILAH BINTI TOHA

**UNIVERSITI MALAYSIA PERLIS
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**A Study on Corrosion Resistance of Sodium
Metavanadate (NaVO_3) Coated on AZ91D Magnesium
Alloy by Anodizing Technique**

By

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A thesis submitted in fulfillment of the requirements for the degree of
Master of Science in Manufacturing Engineering

**School of Manufacturing Engineering
UNIVERSITI MALAYSIA PERLIS**

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i

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This thesis entitled A Study on Corrosion Resistance of Sodium Metavanadate (NaVO_3) Coated on AZ91D Magnesium Alloy by Anodizing Technique was prepared and submitted by Nor Fadzilah binti Toha (Matrix Number: 1330510879) and has been found satisfactory in terms of scope, quality and presentation as partial fulfillment of the requirement for the award of degree of Master Science (Manufacturing Engineering) in Universiti Malaysia Perlis (UniMAP).

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TABLE OF CONTENTS

	PAGES
DECLARATION OF THESIS	ii
COPYRIGHT	iii
APPROVAL AND DECLARATION SHEET	iv
ACKNOWLEDEMENT	v
TABLE OF CONTENTS	vii
LIST OF TABLES	xii
LIST OF FIGURES	xiv
LIST OF ABBREVIATIONS	xix
LIST OF SYMBOLS	xx
ABSTRAK	xxi
ABSTRACT	xxii
CHAPTER 1 INTRODUCTION	
1.1 Background Study	1
1.2 Problem Statement	4
1.3 Research Objective	5
1.4 Research Scope	5
1.5 Organization of Dissertation	6
1.6 Summary of the Chapter	7
CHAPTER 2 LITERATURE REVIEW	
2.1 Introduction	8

2.2	Magnesium Alloy	8
2.2.1	History of Magnesium Alloy	11
2.2.2	Alloy Development	11
2.2.3	Secondary Phase of Magnesium Alloy	13
2.3	Corrosion Behavior of Magnesium Alloy	14
2.3.1	Types of Corrosion	16
2.3.1.1	Pitting Corrosion	18
2.3.1.2	Intergranular Corrosion	19
2.3.1.3	Filiform Corrosion	20
2.3.1.4	Crevice Corrosion	21
2.3.2	Corrosion Rate	21
2.3.3	Corrosion Potential	22
2.4	Surface Treatment of Magnesium Alloy	23
2.5	Electrolytic Solution	26
2.6	Influence Parameter	29
2.7	Design of Experiment	30
2.7.1	Application DOE in Anodizing	30
2.7.2	The 2 ^k Factorial Design	31
2.8	Summary of the Chapter	32
 CHAPTER 3 METHODOLOGY		
3.1	Introduction	33
3.2	Design of Experiment	35
3.2.1	Research Design Variable	35
3.2.2	Coating Parameter	36
3.2.3	Analysis of Variance (ANOVA)	37
3.3	Sample Preparation	38

3.3.1	Cutting Material	39
3.3.2	Mounting Sample	39
3.3.3	Grinding Process	40
3.3.4	Polishing Process	40
3.4	Anodization	41
3.4.1	Coating Formation	42
3.5	Corrosion Test	43
3.6	Coating Evaluation	44
3.6.1	Microstructure Analysis	46
3.6.2	Roughness Test	46
3.6.3	Phase Structure Analysis	47
3.6.4	Electrochemical Measurement	47
3.7	Summary of the Chapter	48
 CHAPTER 4 RESULT AND DISCUSSIONS		
4.1	Introduction	49
4.2	Result and Analysis of Two Level Factorial Experiment	50
4.2.1	ANOVA Analysis	51
4.3	Evaluation of the Coating	53
4.3.1	Effect of Anodizing Time	53
4.3.1.1	Surface Microstructure	54
4.3.1.2	Coating Thickness	59
4.3.1.3	Phase Structure Analysis	60
4.3.1.4	Corrosion Behavior	62
4.3.1.5	Corrosion Resistance of the Coating	67
4.3.2	Effect of Concentration of NaVO ₃	69
4.3.2.1	Surface Microstructure	70

4.3.2.2	Coating Thickness	74
4.3.2.3	Phase Structure Analysis	75
4.3.2.4	Corrosion Behavior	77
4.3.2.5	Corrosion Resistance of the Coating	82
4.3.3	Effect of Current Density	84
4.3.3.1	Surface Microstructure	85
4.3.3.2	Coating Thickness	88
4.3.3.3	Phase Structure Analysis	89
4.3.3.4	Corrosion Behavior	90
4.3.3.5	Corrosion Resistance of the Coating	94
4.3	Summary of the Chapter	96
CHAPTER 5 CONCLUSION AND RECOMMENDATIONS		
5.1	Introduction	97
5.2	Conclusion	97
5.3	Recommendation	98
REFERENCES		100
APPENDIX A-1: Periodic Table		106
APPENDIX B-1: Sample Preparation		107
APPENDIX B-2: Anodizing Procedure		112
APPENDIX B-3: Corrosion Test		113
APPENDIX C-1: Full Experiment for Corrosion Rate Response		114
APPENDIX C-2: Full Model Factorial Experiment for Corrosion Rate Response		116

APPENDIX D : Journal Publications	117
APPENDIX E : Conference Proceeding Publications	118
APPENDIX F : Poster	119

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LIST OF TABLES

No.		Page
2.1	Properties of pure magnesium	10
2.2	Magnesium grades and specifications	10
2.3	Comparison of miles per year (MPY) with Equivalent Metric- Rate Expressions	22
2.4	Corrosion potentials for common metals and alloys in wt. 3~6% NaCl solution	23
2.5	Type of the surface treatment	24
2.6	Electrolytic solution	26
2.7	NaVO ₃ as electrolyte solution	28
3.1	Two-level with three factors factorial design including centre points runs	36
3.2	Experimental layout of factorial design with actual value in standard order	37
3.3	Chemical composition of AZ91D magnesium alloy (wt. %)	38
3.4	XRD setting	47
4.1	Result of 2 ^k factorial experiment for corrosion rate	50
4.2	ANOVA for corrosion rate	52
4.3	Percentage of contribution of the effect list	52
4.4	EDX analysis of uncoated and coated sample formed in NaVO ₃ for different anodizing time	61
4.5	Fitted result of corrosion current density of Figure 4.13	68

4.6	EDX analysis of the uncoated and coated sample in NaVO ₃ at different concentration	76
4.7	Fitted result of corrosion current density of Figure 4.25	83
4.8	EDX analysis of uncoated and coated sample with NaVO ₃ for different current density	89
4.9	Fitted result of corrosion current density Figure 4.37	95

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LIST OF FIGURES

No.		Page
2.1	Capacity primary of magnesium	12
2.2	Magnesium apportioned to metallurgical applications	12
2.3	Directions of alloy development	13
2.4	β phase on microstructure of AZ91D magnesium alloy after immersion in NaCl solution	17
2.5	Pitting corrosion	19
2.6	Intergranular corrosion morphology of AZ80-T5 in 3.5% NaCl solution after 1 hr	20
2.7	Filiform corrosion	20
2.8	Crevice corrosion	21
3.1	Flowchart of methodology process	34
3.2	Sample preparation procedures	39
3.3	Jigsaw MODEL GST 80 PBE	39
3.4	Grinding machine MODEL FH-700	40
3.5	Polishing machine MODEL P20FR-H	41
3.6	Schematic diagram of anodizing	41
3.7	Flow chart methodology of the corrosion test	43
3.8	Optical Microscope MODEL TOPPER	45
3.9	Scanning ElectronMicroscope MODEL HITACHI TM3000	45
3.10	Horizontal direction for surface roughness measurement	46
4.1	Voltage transient during anodizing of AZ91D magnesium alloy at 10 mA/cm ² in 0.1 g/l of NaVO ₃	54

4.2	Optical micrograph of surface morphology of samples a) uncoated and coated at different anodizing time in NaVO ₃ : b) 1 min and c) 5 min	56
4.3	Optical micrograph of surface morphology of sample coated at 3 min anodizing time in 0.055 g/l of NaVO ₃ under 15 mA/cm ² of current density	57
4.4	SEM image of samples a) uncoated and coated at different anodizing time in NaVO ₃ : b) 1 min and c) 5 min	58
4.5	Roughness of the coated sample at a) 1 min and b) 5 min in NaVO ₃	59
4.6	Cross-sectional morphologies of coated sample at different anodizing time at: a) 1 min and b) 5 min	60
4.7	XRD pattern of the uncoated and coated sample formed at different anodizing time	62
4.8	Optical micrograph of surface morphology of samples a) uncoated and coated in NaVO ₃ at different anodizing time: b) 1 min and c) 5 min after 72hr of corrosion in 3.5% NaCl solution	63
4.9	Optical micrograph of surface morphology of sample coated at 3 min anodizing time in 0.055 g/l of NaVO ₃ under 15 mA/cm ² of current density	64
4.10	SEM images of coated samples in NaVO ₃ at different anodizing time: a) 1 min and b) 5 min after 72 hrs of corrosion in 3.5% NaCl solution	65
4.11	Visual inspection of samples coated in NaVO ₃ at 1 min a) before and b) after 72hr of corrosion in 3.5% NaCl solution	66

4.12	Visual inspection of samples coated in NaVO ₃ at 5 min a) before and b) after 72hr of corrosion in 3.5% NaCl solution	66
4.13	Potentiodynamic polarization curves of uncoated and coated samples at different anodizing time of NaVO ₃ in 3.5 wt% NaCl solution	68
4.14	Corrosion rate of uncoated and coated samples by anodizing at different anodizing time in NaVO ₃	69
4.15	Voltage transient during anodizing of AZ91D magnesium alloy at 10 mA/cm ² in 0.1 g/l of NaVO ₃	70
4.16	Optical micrograph of surface morphology of samples a) uncoated and coated with different concentration of NaVO ₃ at: b) 0.01 g/l and c) 0.1 g/l	71
4.17	SEM images of surface morphology of sample a) uncoated, and coated with different concentration of NaVO ₃ at: b) 0.01 g/l and c) 0.1 g/l	72
4.18	Roughness of the coated sample at a) 0.01 g/l and b) 0.1 g/l of NaVO ₃	74
4.19	Cross-sectional morphologies of the coated sample with different concentration of NaVO ₃ at: a) 0.01 g/l and b) 0.1 g/l	75
4.20	XRD pattern of the uncoated and coated sample formed with different concentration of NaVO ₃	77
4.21	Optical micrograph of surface morphology of samples a) uncoated and coated with different concentration of NaVO ₃ at: b) 0.01 g/l and c) 0.1 g/l after 72hr of corrosion in 3.5% NaCl solution	78
4.22	SEM images of samples a) uncoated and coated with different	80

	concentration of NaVO ₃ at: b) 0.01 g/l and c) 0.1 g/l after 72hr of corrosion in 3.5% NaCl solution	
4.23	Visual inspection of samples coated in NaVO ₃ at 0.01 g/l a) before and b) after 72hr of corrosion in 3.5% NaCl solution	81
4.24	Visual inspection of samples coated in NaVO ₃ at 0.1 g/l a) before and b) after 72hr of corrosion in 3.5% NaCl solution	81
4.25	Potentiodynamic polarization curves of uncoated and coated samples with different concentration of NaVO ₃ in 3.5 wt% NaCl solution	83
4.26	Corrosion rate of uncoated and coated samples by anodizing at different concentration of NaVO ₃	83
4.27	Voltage transient during anodizing of AZ91D magnesium alloy at 10 and 20 mA/cm ² in 0.1 g/l of NaVO ₃	84
4.28	Optical micrograph of surface morphology of samples coated at different current density in 0.1 g/l of NaVO ₃ : a) 10 mA/cm ² and b) 20 mA/cm ²	85
4.29	SEM image of samples coated at different current density in 0.1 g/l of NaVO ₃ : a) 10 mA/cm ² and b) 20 mA/cm ²	87
4.30	Roughness of the coated sample at a) 10 mA/cm ² and b) 20 mA/cm ²	87
4.31	Cross-sectional morphologies of the coated sample at different current density: a) 10 mA/cm ² and b) 20 mA/cm ²	88
4.32	XRD pattern of the uncoated and coated sample formed at different current density	90
4.33	Optical micrograph of surface morphology of the samples coated at different current density: a) 10 mA/cm ² and b) 20 mA/cm ² after 72hr of corrosion in 3.5% NaCl solution	91

4.34	SEM images of samples coated in NaVO_3 at different current density:a) 10 mA/cm^2 and b) 20 mA/cm^2 after 72 hrs of corrosion in 3.5% NaCl solution	92
4.35	Visual inspection of samples coated at 10 mA/cm^2 a) before and b) after 72hr in 3.5% NaCl solution	93
4.36	Visual inspection of samples coated at 20 mA/cm^2 a) before and b) after 72hr in 3.5% NaCl solution	93
4.37	Potentiodynamic polarization curves of uncoated and coated sample at different current density in 3.5 wt% NaCl solution	95
4.37	Corrosion rate of uncoated and coated samples by anodizing at different current density in NaVO_3	96

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LIST OF ABBREVIATIONS

Al	Aluminium
AFM	Atomic Force Microscope
ANOVA	Analysis of Variance
Cl ⁻	Chloride ion
DOE	Design of Experiment
EDX	Energy Dispersive X-Ray
Hr	Hour
Mg	Magnesium
MgO	Magnesium Oxide
Mg (OH) ₂	Magnesium Hydroxide
MgV ₂ O ₆	Magnesium Vanadium Oxide
Mn	Manganese
MPY	Miles per Year
Min	Minute
NaCl	Sodium Chloride
NaVO ₃	Sodium Metavanadate
RE	Rare Earth
SEM	Scanning Electron Microscope
V	Vanadium
XPS	X-ray Photoelectron Spectroscopy
XRD	X-ray Diffraction
Zn	Zinc

LIST OF SYMBOLS

α	Alpha Phase
β	Beta Phase
μm	Micrometer
mA/cm^2	Mili Ampere per Centimeter Squared
mm/y	Millimeter per Year
V	Voltage (V)

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Kajian Mengenai Rintangan Kakisan Salutan Sodium Metavanadate (NaVO_3) Terhadap Aloi Magnesium AZ91D Melalui Teknik Penganodan

ABSTRAK

Penganodan atau salutan anodik pengoksidaan telah menarik minat di dalam kajian ini kerana berpotensi untuk memperbaiki rintangan kakisan aloi. Salutan anodik pengoksidaan adalah kaedah lapisan yang dipilih untuk aplikasi yang istimewa seperti rintangan kakisan untuk kerja berat. Kebelakangan ini, sebatian kromat telah digunakan secara meluas untuk menghasilkan salutan bagi melindungi permukaan paling logam seperti aluminium, keluli dan aloi magnesium. Ketoksikan kromat heksavalen (IV) untuk mengawal kakisan adalah perkara penting perlu diambil kira dalam industri logam. Setelah menggabungkan kesan ekonomi akibat kerosakan kakisan, masalah alam sekitar dan kesihatan yang disebabkan oleh kromat heksavalen (IV), ahli-ahli sains mempunyai insentif yang besar untuk membangunkan satu sistem salutan perlindungan yang mesra alam. Tujuan kajian ini dijalankan adalah untuk menentukan rintangan kakisan terhadap aloi magnesium AZ91D dengan menggunakan sodium metavanadate (NaVO_3) sebagai penyelesaian pembentukan salutan. Selain itu, untuk mengkaji mikrostruktur permukaan, ketebalan, kekasaran permukaan dan komposisi kimia bagi salutan dan sumbangannya kepada rintangan kakisan. Kemudian untuk menyiasat sifat dan pencegahan pengaratan aloi magnesium AZ91D. Sodium metavanadate (NaVO_3) digunakan sebagai larutan elektrolit untuk menghasilkan lapisan. Pendekatan perancangan pemfaktoran 2^k digunakan di dalam kajian ini untuk merancang eksperimen. Design Expert 7.0.0 digunakan bagi membentuk sebuah eksperimen. Faktor penting di dalam proses salutan yang dipilih adalah kepekatan sodium metavanadate (NaVO_3) (g/l), masa anodik (min) dan ketumpatan arus (mA/cm^2). Ujian pengaratan dijalankan bagi menentukan kadar pengaratan aloi magnesium AZ91D yang disalut. Keputusan ujian kadar pengaratan akan dianalisa dan dinilai juga menggunakan Design Expert 7.0.0. Teknik pengimejan optik, Mikroskop Elektron Imbasan (SEM) dengan Sebaran Tenaga Keupayaan (EDX), Belauan Sinar X (XRD) dan ujian kekasaran digunakan untuk mengkaji mikrostruktur permukaan, ketebalan salutan, struktur fasa dan kekasaran permukaan. Kesan penyelesaian vanadia, masa rawatan dan ketumpatan arus terhadap prestasi perlindungan kakisan aloi magnesium telah disiasat menggunakan ujian keupayaan pengutuban lengkungan dalam 3.5 % sodium klorida (NaCl). Keputusan menunjukkan bahawa penggunaan 0.1 g/l sodium metavanadate (NaVO_3) pada 10 mA/cm^2 ketumpatan arus selama 5 minit masa rawatan mampu digunakan untuk menghasilkan lapisan bagi memperbaiki ketahanan daya kakisan AZ91D magnesium aloi. Lapisan yang padat dan tebal yang terdiri daripada MgO dan MgV_2O_6 di permukaan AZ91D magnesium aloi bertindak sebagai penghalang daripada diserang pengaratan. Lapisan yang terhasil di permukaan AZ91D magnesium aloi juga mampu menahan aktiviti pengaratan apabila mendapati bahawa kurangnya kawasan berkarat, teretusnya suatu keadaan pembaikan di mana terdapat aktiviti penyembuhan secara semulajadi, turunnya ketumpatan arus pengaratan dan naiknya ketahanan polarisasi.

A Study on Corrosion Resistance of Sodium Metavanadate (NaVO_3) Coated on AZ91D Magnesium Alloy by Anodizing Technique

ABSTRACT

Anodizing also known as anodic oxidation coatings have attracted significant interest in the study because of their potential to improve the corrosion resistance of alloys. Anodic oxidation coatings are usually chosen for special applications heavy duty corrosion resistance is required. Previously, chromate compounds were widely used for producing conversion coatings to protect most metallic surfaces such as aluminum, steel and magnesium alloys. In spite of its toxicity hexavalent chromate (IV) has remain an essential ingredient in the metal finishing industry for corrosion control. But combining the economic impact of corrosion damage, the environmental and health problems caused by hexavalent chromate (IV), and the increasing the regulatory restrictions, scientists have a huge incentive to develop a new generation of environmentally friendly protective coating systems. The objective of this research is to determine the corrosion resistance of AZ91D magnesium alloy utilizing sodium metavanadate (NaVO_3). Besides, to study on surface microstructure, thickness, surface roughness and chemical composition related to the coating and its contribution to corrosion performance. Then, investigate the corrosion behavior and corrosion protection mechanism of AZ91D magnesium alloy. Sodium metavanadate (NaVO_3) is used as anelectrolytesolution to form coating in this research. The approach used in this study for design of experiment is 2^k factorial design. The design of experiment is using Design Expert 7.0.0. The samples are prepared for the surface treatment. Three factors such as concentration of sodium mtavanadate (NaVO_3) (g/l), anodizing time (min) and current density (mA/cm^2) are involved in coating process. The corrosion test is carried out for the coated sample to determine the corrosion rate. The result is to be analyzed and the performance is evaluated statistically again using Design Expert 7.0.0. The surface microstructure, thickness, phase structure, surface roughness of the coating were studied by optical microscope, scanning electron microscope (SEM) and energy dispersive X-ray (EDX), X-ray diffractometer (XRD) and roughness test, respectively. The effects of vanadia solution, anodizing time and current density on the corrosion protection performance of magnesium substrate were investigated by Potentiodynamic polarization test in 3.5% Sodium Chloride (NaCl). These results with use 0.1 g/l of NaVO_3 at current density 10 mA/cm^2 for 5 min anodizing time is capable to be used to form coating to improve the corrosion resistance of AZ91D magnesium alloy. AZ91D magnesium alloy coated in 0.1 g/l of NaVO_3 for 5 min at 10 mA/cm^2 provide smooth, compact, thick and composed with MgO and MgV_2O_6 on the surface of magnesium alloy which act as barrier from corrosion attack. Coated AZ91D magnesium alloy has highest corrosion resistance as reduced in corroded area, produced good self-healing functionality for pitting repairing, increased the corrosion potential, decreased the corrosion current density and increased the polarization resistance.

CHAPTER 1

INTRODUCTION

1.1 Background study

Magnesium is well known as the lightest metal with lowest density of 1.74 g/cm^3 as to be compared to all the engineering metals. It is 35% lighter than aluminum (2.7 g/cm^3) and four times lighter than steel (7.86 g/cm^3). Recently, many automotive manufacturing industries are start looking for lighter material than aluminum, zinc and steel (Musfirah and Jaharah, 2012). It is proven that the weight of a car influences fuel consumption. More weight results in increased fuel consumption. High demand for light weight automotive leads to the usage of magnesium has created opportunities to replace aluminum, zinc and plastic components. Electrical industries also start looking for lightest material and high temperature application to substitute plastic with other material which is magnesium.

Magnesium has many advantages that make it best choice in automotive application such as:

- i. Strong and tough.
- ii. Good machine ability.
- iii. Ductility.
- iv. Easy recycling.

Magnesium also has many advantages over plastic for electrical application because:

- i. Plastic parts are often subject to dimensional stability issues, surface deterioration, fit issues due to temperature change and lack of rigidity.
- ii. Magnesium has greater impact resistance and energy absorbing capacity over plastics.

Magnesium in automotive application is suitable for steering wheels, clutch pedal, brake pedal, valve cover and chain housing and gearbox housing. While magnesium for electrical application is suitable for computer casing and camera casing. Commonly for engineering application, magnesium is usually alloyed with one or more elements, which include Aluminum (Al), Manganese (Mn), Rare Earth (RE) metals, lithium, Zinc (Zn) and Zirconium (Zr) (Kulekci, 2007). Magnesium alloy are recognized alternatives to iron and aluminum to reduce the weight of structural materials.

In this project, magnesium with AZ91 will be focused as being the most widely used. This is because cast magnesium alloys dominate 85-90% of all magnesium products (Nazihah, 2013). Parts and components presently manufactured in Malaysia are for aesthetic, structural and functional uses for the electronics, telecommunication and automotive industries (Ministry of Human Resources, 2010). AZ91D magnesium alloy which contains approximately 9% of Al and 1% of Zn is commonly used in automotive industry for having a better corrosion resistance. In recent years, magnesium alloy, previously used only in a limited range of application, have served as automotive parts and cases for portable electronics devices such as notebook and camera. The B80 gearbox housing made of AZ91D which was introduced by VW/Audi in 1996 marked