



HAL
open science

High-cycle fatigue behavior of a laser powder bed fusion additive manufactured Ti-6Al-4V titanium: effect of pores and tested volume size

Etienne Pessard, Manon Laviaille, Pascal Laheurte, Paul Didier, Myriam Brochu

► To cite this version:

Etienne Pessard, Manon Laviaille, Pascal Laheurte, Paul Didier, Myriam Brochu. High-cycle fatigue behavior of a laser powder bed fusion additive manufactured Ti-6Al-4V titanium: effect of pores and tested volume size. *International Journal of Fatigue*, 2021, 149, pp.106206. 10.1016/j.ijfatigue.2021.106206 . hal-03199338

HAL Id: hal-03199338

<https://hal.science/hal-03199338>

Submitted on 15 Apr 2021

HAL is a multi-disciplinary open access archive for the deposit and dissemination of scientific research documents, whether they are published or not. The documents may come from teaching and research institutions in France or abroad, or from public or private research centers.

L'archive ouverte pluridisciplinaire **HAL**, est destinée au dépôt et à la diffusion de documents scientifiques de niveau recherche, publiés ou non, émanant des établissements d'enseignement et de recherche français ou étrangers, des laboratoires publics ou privés.

High-cycle fatigue behavior of a laser powder bed fusion additive manufactured Ti-6Al-4V titanium: effect of pores and tested volume size

Etienne PESSARD^{a,*}, Manon LAVIALLE^a, Pascal LAHEURTE^b, Paul DIDIER^b, Myriam BROCHU^c

^a*Arts et Metiers Institute of Technology, LAMPA, HESAM Université, Angers, FRANCE*

^b*Université de Lorraine, Laboratory LEM3, Metz, FRANCE*

^c*Ecole Polytechnique de Montréal, Laboratory LAPOM, Montréal, Québec, CANADA*

Abstract

This work is focused on the effect of natural defect on the fatigue resistance of a laser powder bed fusion additively manufactured Ti-6Al-4V titanium. To reveal the fatigue strength variability and its sensitivity to the defect size, push-pull fatigue tests have been undertaken on specimens with different sizes of highly loaded volume of material. In order to easily vary the size of the highly loaded volume, specimens containing different numbers of surface hemispherical shape holes of 600 μm in diameter have been tested. This method also allowed to test small volume which triggered crack initiation from microstructural features.

The fatigue damage mechanisms observed and the average natural defect size measured on the failure surfaces depend on the size of the highly stressed region. A higher fatigue strength is observed for smaller stressed volumes and defect free regions. To reduce the impact lack-of-fusion on fatigue and increase the probability of triggering crack initiation from a microstructural feature, the specimens were built in the horizontal direction. For specimens where fatigue cracks initiated at natural discontinuities, the results reported in a Kitagawa-Takahashi diagram revealed a critical defect size (\sqrt{area}) in the range of 30 μm . In addition, a probabilistic approach based on the weakest link theory is proposed. The model describes a probabilistic Kitagawa-Takahashi diagram accounting for the size of both the highly stressed volume and the natural defect.

Keywords: high cycle fatigue; additive manufacturing; Ti-6Al-4V; titanium, porosity; size effect; powder bed fusion; Kitagawa-Takahashi diagram;

1. Introduction

In LPBF (Laser Powder Bed Fusion) components, there is a consensus that the presence of defects is the factor that limits the material's fatigue strength [1–4]. It is recognized by several authors that the variability in pore size, shape and location is pronounced, even under closely controlled manufacturing conditions [4–6]. In addition, the microstructure resulting from layer manufacturing may also show other heterogeneities such as in the grain size and shape as discussed in the literature review by Kok et al. [7].

The Ti-6Al-4V titanium alloy studied in this work is one of the most common alloys manufactured by LPBF with applications in many industries, in particular the aeronautic and the medical domains. The monotonic mechanical properties of the Ti-6Al-4V alloy processed by LPBF are close to those of its hot rolled counterpart [1–4]. Nevertheless, the presence of pores, typical of LPBF manufacturing, reduces the average fatigue strength and increases its dispersion [4–6]. From the literature, all fatigue specimens made of Ti-6Al-4V without a HIP (Hot Isostatic Pressure) treatment, encountered crack initiation from process related discontinuities, typically, gas pores or lack of fusion pores [5, 6, 8–10]. On the other hand, for HIP-LPBF-Ti-6Al-4V, the literature data agree that the material fatigue strength is closed to its hot rolled counterpart [6, 11–13]. HIPping also efficiently reduces the scatter in the fatigue strength that characterizes LPBF-Ti-6Al-4V [12, 13]. In HIP specimens, prior- β grain boundaries and/or adjacent α colonies have been found to play a crucial role in fatigue crack initiation [14]. To the author's knowledge, the fatigue resistance of un-HIPped defect free LPBF-Ti-6Al-4V samples has yet to be characterized.

It is generally accepted that the fatigue strength of metals is sensitive to the tested volume. The so-called size effect was first studied in the 1960s by Pogoretskii who observed that fatigue strength decreased with an increase in specimen length [15]. The size effect is most often revealed when testing materials containing discontinuities like inclusions in laminated steels [16, 17] or pores in cast alloys [18, 19]. It has also been observed in materials having for weakest link microstructural features such as Al 7050 alloys [20]. Because of the size effect, the experimentally determined fatigue strength can be influenced by the size and geometry of the specimens used. In

*Corresponding author: Etienne PESSARD

Email address: etienne.pessard@ensam.eu (Etienne PESSARD)

28 the case of AM-materials the minimum and maximum pore sizes observed at the fatigue crack
29 initiation site are limited by the tested volume. In the work by Hu et al. [21] on a LPBF-Ti-6Al-4V,
30 the lack of fusion pore sizes observed at the initiation sites are comprised between 30 et 72 μm ,
31 even if 21 specimen were tested. This small range illustrates the difficulty in characterising the
32 defect size sensitivity in fatigue using only one specimen geometry. The solution to this problem
33 would therefore be to use very small specimens to obtain failure from small defects or even without
34 a defect and to use very large specimens to characterize the sensitivity to the largest defects.

35 In order to simplify the experimental problems caused by using different specimens geome-
36 tries, different numbers of hemispherical surface holes have been machined into the specimens to
37 modify the size of the highly stressed volume. A similar strategy, has been successful used by
38 Abroug et al. [20] on a 7050 aluminium alloy.

39 The goal of this work is to study the effect of the tested volume size on the fatigue strength
40 at 2×10^6 cycles of LPBF-Ti-6Al-4V. Three specific objectives are treated: 1) to determine the
41 fatigue strength sensitivity to the natural defect size, 2) to characterize the "defect-free" material
42 fatigue strength for cracks initiating from microstructural features not classified as defects, 3) to
43 characterize the size effect for "defect-free" samples and to compare the behaviour with the results
44 gathered in 1).

45 In order to fulfil these objectives, a vast experimental fatigue campaign under push-pull loading
46 conditions (load ratio of $R=-1$) has been undertaken. In the first part of this paper, the manufactur-
47 ing process used to obtained specimens with different highly stressed volumes is presented. The
48 material, its microstructure and the pore population, characterized by optical microscopy, are then
49 presented. In the second section, the fatigue strengths determined at 2×10^6 cycles for four spec-
50 imen configurations with different Highly Stressed Volumes (noted HSV in this paper). Finally, a
51 probabilistic approach that leads to a Kitagawa-Takahashi diagram [22] is proposed and discussed.

52 **2. Experimental methodology**

53 *2.1. Specimen manufacturing*

54 Cylindrical bars were manufactured using a SLM280 HL machine with a $278 \times 278 \times 325 \text{ mm}^3$
55 chamber, with a regulated argon atmosphere containing less than 0.1% in volume of oxygen. The

56 specimens were built in the horizontal direction to reduce the impact of the lack-of-fusion on
57 fatigue and increase the probability of triggering crack initiation from a microstructural feature as
58 shown in Fig.1, on a platform preheated at 200°C.

59 The powder layer thickness, set to 30 μm , was controlled by the vertical displacement of the
60 building platform. A laser with a spot diameter of about 70 μm traveled in a continuous scan
61 mode at a scanning speed of $V=775$ mm/s. A cross hatching strategy was used where the scanning
62 direction is switched by 67° between successive layers. The hatch (distance between two laser
63 tracks) was set to 100 μm and the laser power to 175 W.

64 All bars were removed from the build plate and then annealed at 850°C for 2 hours under
65 vacuum and cooled down within the furnace to obtain an alpha + beta microstructure. Fatigue
66 specimens with the dimensions given in Fig.2 were machined from the heat treated bars.

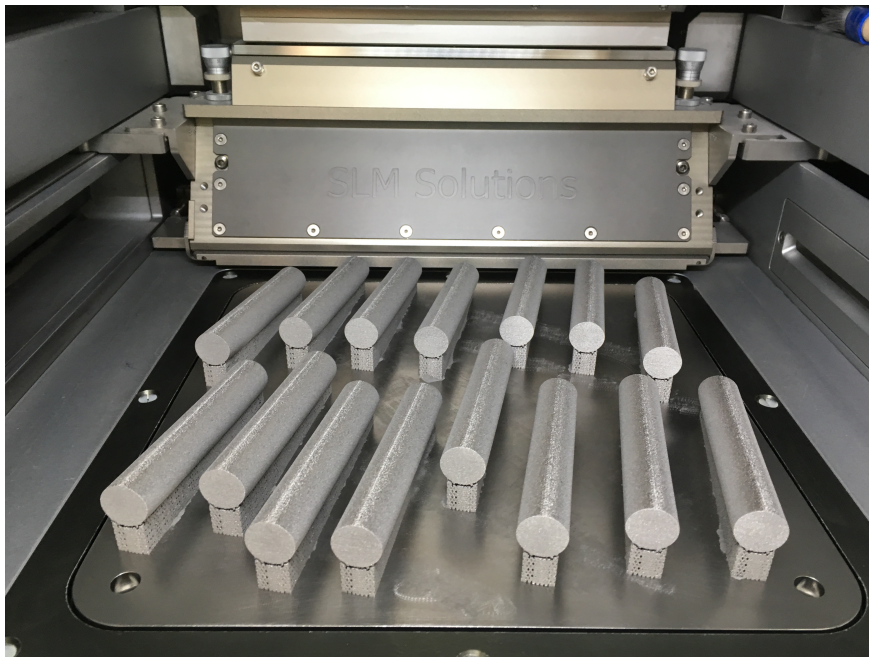


Fig. 1: Ti-6AL-4V fatigue sample in the SLM 280HL machine.

67 The reduced section of the specimens were manually polished with SiC abrasive paper to
68 provide a mirror-like surface with a roughness of $R_a < 0.1$ μm . Hemispherical artificial defects
69 with a diameter of 600 μm were then machined on the surface of some specimens by micro-drilling
70 using a carbide tool. After drilling, the defects were scanned with a 3D BRUKER profilometer to

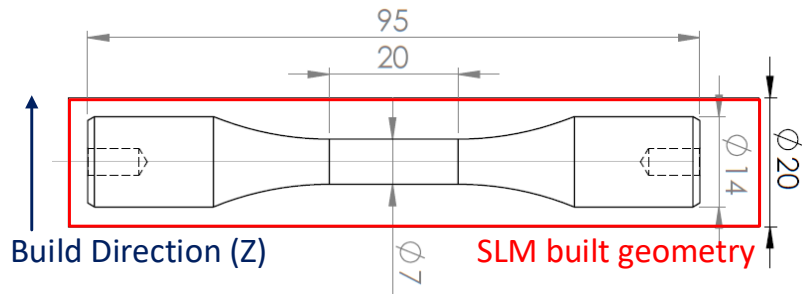


Fig. 2: Cylindrical fatigue sample dimensions with the as-built geometry, (dimensions are in mm).

71 measure their depth. An average depth of $300 \mu\text{m} \pm 5 \mu\text{m}$ was obtained for 20 measurements.

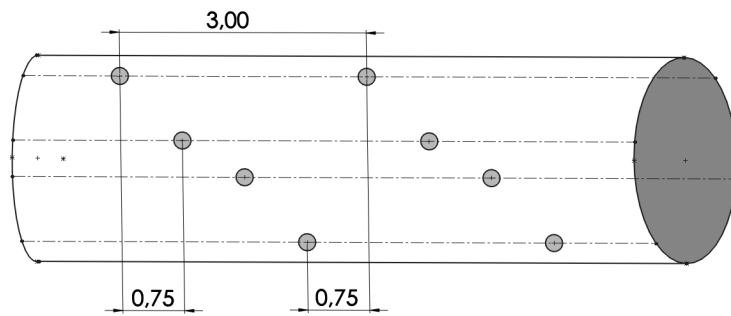


Fig. 3: Hemispherical holes surface spatial distribution on the specimen merged (dimensions are in mm).

72 The notches have been distributed, in four lines of the specimen (situated at 0, 45, 90 and 135°)
 73 around the specimen contour to facilitate micro drilling. The hole-position on the sample axis has
 74 been chosen to avoid interaction between defects. On a given line the distance between defects is
 75 equal to 3mm. The distance between 2 drilling planes is 0.75mm to avoid positioning two defects
 76 in the same cross section.

77 A final heat treatment was carried out at 650°C for 4 hours under vacuum followed by ambient
 78 cooling to relax any potential residual stresses introduced by micro-drilling. A sample containing
 79 32 artificial defect is shown in Fig.6 a).

80 *2.2. Material, microstructure and natural pores*

81 The Ti-6Al-4V alloy used in this study is grade 23 ELI dedicated to aeronautical applications.
 82 Its standardized chemical composition as per ASTM F3001-14 in weight fraction is given in Table

83 1.

Element	Ti	Al	V	C	Fe	H	N	O
wt%	Bal.	5.5-6.0	3.5-4.5	≤ 0.08	≤ 0.25	≤ 0.012	≤ 0.05	≤ 0.13

Table 1: Standardized chemical compositions of the Ti-6Al-4V alloy as per ASTM F3001-14 [23].

84 The Ti-6Al-4V powder, obtained by inert gas atomization, was supplied by TLS (Technik
85 GmbH&Co Speziapulver-Germany). The particle size distribution was measured using a dynamic
86 image analysis instrument "CAMSIZER XT" that provides the following results: D10=36 μm,
87 D50=46 μm, D90=53 μm. This indicates that 10% in volume of the powder particles have a
88 diameter smaller than 36 μm and 10% larger than 53 μm.

89 To characterize the microstructure and the pore size distribution, eleven cross-sections were
90 extracted from one drilled and heat treated specimen and prepared for metallographic observa-
91 tions. The microstructure of the polished and etched samples was characterised using an optical
92 microscope. A columnar microstructure showing grains elongated parralell to the building direc-
93 tion was observed as shown in Fig. 4 a). Typical lack of fusion and gas pores were also observed
94 as shown on Fig.4 c) and 4 d) respectively.

95 The pore size distribution, shown in Fig.5 was characterized using the square root of the pore
96 area (\sqrt{area}). Pores with a \sqrt{area} greater than 7 μm were counted on the 2D images observed by
97 an optical microscope. A total of 2109 pores were characterized on a surface covering 425 mm²
98 which resulted in an average defect density of 5 pores/mm².

99 2.3. Fatigue testing

100 In order to characterize the scale effect, specimens containing different number of surface holes
101 (1, 8 and 32) were tested (see Table 2). In addition, 4 specimens without hemispherical surface
102 holes, were also tested to characterize the fatigue strength for large highly stressed volumes.

103 The fatigue tests were carried out on a dynamic drive Rumul Testronic machine. An axial
104 cyclic stress was applied normal to the building direction with a load ratio of $R = F_{min}/F_{max} = -1$.
105 The test frequency was approximately 105 Hz. The step technique proposed by Maxwell and
106 Nicholas [24] developed to rapidly characterize the fatigue strength at a given number of cycles

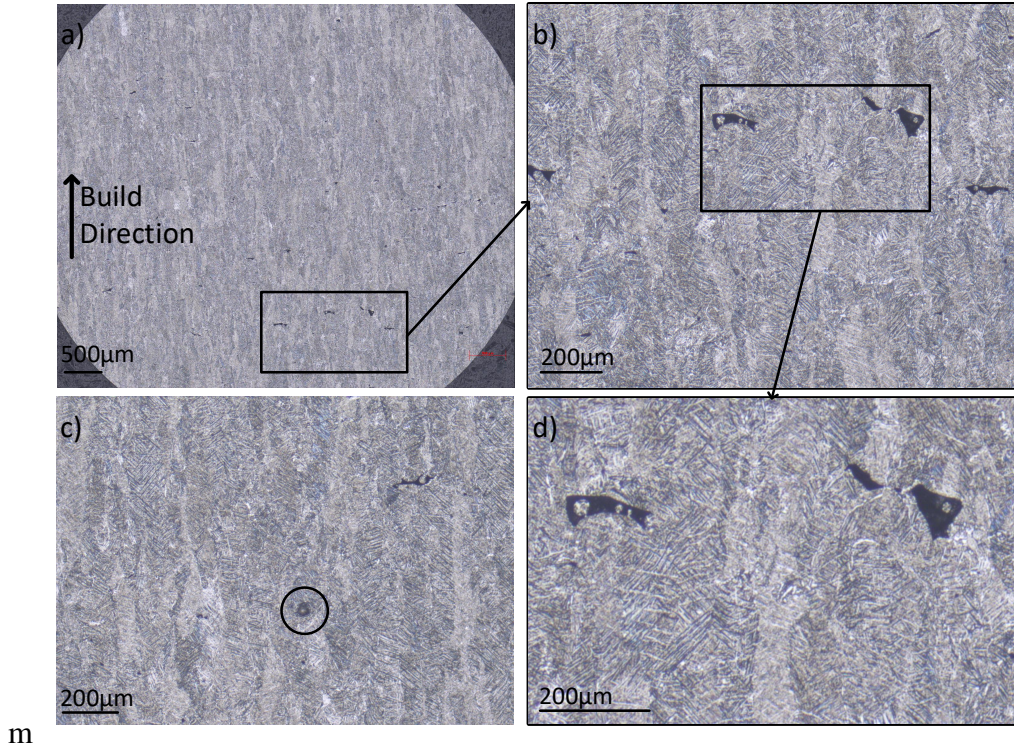


Fig. 4: Optical microscopy microstructure observation at different magnification showing a) the columnar microstructure, c) gas pore, b) and d) typical lack of fusion defects.

107 was used. The initial nominal stress amplitude was chosen to be slightly below the fatigue strength
 108 at 2×10^6 cycles. If the sample did not fail after 2×10^6 cycles, the stress amplitude was increased
 109 by 20 MPa until failure occurred before reaching 2×10^6 cycles. The test was stopped when a 1
 110 Hz drop in frequency was detected, which corresponds to a crack length of several millimetres as
 111 shown in Fig.6 b).

112 In order to take into account the potential damage caused by the preliminary fatigue cycles, the
 113 fatigue strength at 2×10^6 cycles was adjusted using equation 1 proposed by Nicholas et al. [24].

$$\sigma_{f,a} = (\sigma_{a,n} - \sigma_{a,n-1}) * \frac{N_f}{2 * 10^6} + \sigma_{a,n-1} \quad (1)$$

114 where $\sigma_{f,a}$ is the adjusted fatigue strength, $\sigma_{a,n}$ is the stress amplitude at which failure occurred,
 115 $\sigma_{a,n-1}$ is the stress amplitude of the previous block load and N_f the number of cycles at failure for
 116 $\sigma_{a,n}$. This method assumes that the damage induced by the previous loading blocks (n-i with $i > 1$)

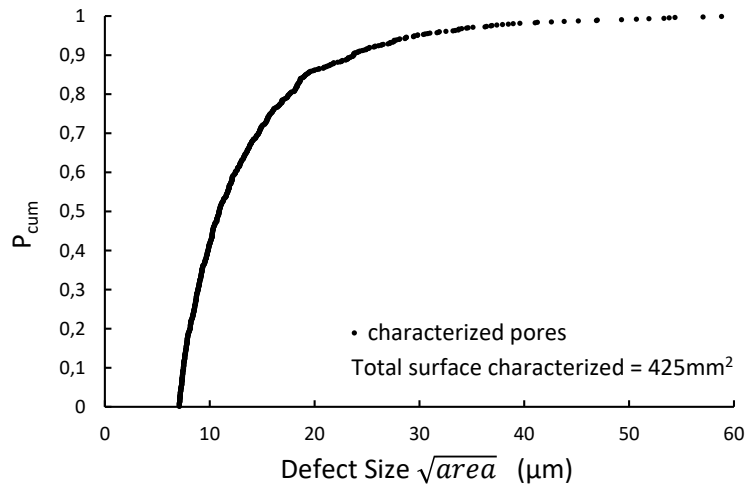


Fig. 5: Cumulative size distribution of the defects for $\sqrt{area} \geq 7\mu\text{m}$

117 is negligible. This assumption is applied to all the results presented in this paper as no drop in
 118 frequency was observed for the load blocks n-i where $i > 1$. Unless indicated, all samples survived
 119 at least one full block of 2×10^6 cycles.

120 A fatigue strength correction was also made for specimens with a failure plane located outside
 121 the reduced section of the specimen. The corrected nominal fatigue strength was given by the
 122 axial force divided by cross-sectional area of the failure plane, which results in slightly lower
 123 stress amplitudes than the nominal stress (generally 0.92 to 1.0 times the nominal stress amplitude
 124 calculated in the gauge section).

125 3. Experimental results and pore effect analysis

126 3.1. Fatigue results

127 The results of the fatigue tests are reported in Table 2 and Fig.7. When comparing the aver-
 128 age nominal stress amplitudes that caused the failure of specimens without artificial defects (i.e.
 129 specimens D0-i) to the specimens with artificial defects (i.e. specimens D1-i, D8-i, D32-i), two
 130 observations stand out. The specimens without artificial defects did not resist significantly higher



Fig. 6: a) Picture of the specimen containing 32 artificial defects, b) at higher magnification a crack that initiated from an artificial defect is surrounded in red.

131 nominal stress amplitudes than the specimens with one artificial defect. Some specimens (D1-7
 132 and D8-6) with an artificial defect failed due to a nominal stress amplitude that was greater than
 133 the maximum nominal strength of smooth samples (D0-1, D0-2, and D0-3). This is counter intu-
 134 itive given that the presence of an artificial defect locally raises the stress by a factor of 2, as will
 135 be shown in section 3.3. Nevertheless, as the number of artificial defects increases, the average
 136 nominal stress at failure converges toward a lower value. This trend will be explained by studying
 137 the synergy between the artificial defects and natural defects.

138 3.2. Fatigue damage mechanisms

139 The fractographic observation of all failed specimens revealed the presence of two categories
 140 of features at the fatigue crack initiation sites: 1) process related discontinuities (e.g. lack of fusion
 141 pores) and 2) microstructural features. This is reported in the 8th column of Table 2.

142 As part of the 18 specimens for which a crack initiated at a natural defect, 17 were caused by a
 143 lack of fusion pore (LoF) located at the surface or less than 20 μm from the surface. As illustrated
 144 in Fig.8, LoF defects have been observed at the crack initiation sites of 13 specimens with artificial
 145 defects and 4 specimens without artificial defects.

Table 2: Fatigue test results for a target fatigue life of 2×10^6 cycles

Specimen	Defects Number	Nominal Stress Amplitude		Step Number	N_f (10^6 cycles)	$\sigma_{f,a,local}$ (MPa)	Initiation Type	\sqrt{area} (μm)
		at Failure (MPa)	Average (MPa)					
D0-1	0	210	275	1	0.92	199 ²	natural defect	116
D0-2	0	250		1	0.20	232 ²	natural defect	150
D0-3	0	270		5	1.73	248 ¹	natural defect	73
D0-4	0	370		10	1.63	341 ¹	natural defect	26
D1-1	1	170	270	2	0.72	147 ¹	natural defect	169
D1-2	1	250		3	0.50	357	AD-natural defect	35
D1-3	1	270		4	1.07	249 ¹	natural defect	74
D1-4	1	270		4	0.22	252	natural defect	55
D1-5	1	290		9	0.57	551	AD-microstructure	/
D1-6	1	290		5	0.69	554	AD-microstructure	/
D1-7	1	350		11	0.17	663	AD-microstructure	/
D8-1	8	210	257	4	0.79	290	AD-natural defect	41
D8-2	8	230		3	0.2	307	AD-natural defect	31
D8-3	8	250		4	0.31	384	AD-natural defect	25
D8-4	8	250		4	0.19	264	AD-natural defect	54
D8-5	8	270		7	1.15	522	AD-microstructure	/
D8-6	8	330		10	0.06	621	AD-microstructure	/
D32-1	32	130	201	1	1.05	127 ²	AD-natural defect	225
D32-2	32	150		1	0.56	161 ²	AD-natural defect	127
D32-3	32	230		6	0.36	389	AD-natural defect	13
D32-4	32	250		7	0.33	383	AD-natural defect	19
D32-5	32	270		8	0.76	310	AD-natural defect	81
D32-6	32	190		4	0.10	342	AD-microstructure	/
D32-7	32	190		3	0.44	349	AD-microstructure	/
D32-8	32	110		110	1	0.51	98 ²	Layer delamination

¹: Corrected stress, fracture plane outside the gauge length.

²: Fracture during the first step.

AD: crack initiation from an artificial defect.

natural defect initiation type : $\sigma_{f,a,local} = \sigma_{f,a,nominal}$

AD-microstructure initiation type : $\sigma_{f,a,local} = K_t \sigma_{f,a,nominal}$

AD-natural defect initiation type : $\sigma_{f,a,local} = K_{t,d} \sigma_{f,a,nominal}$

146 All process related defects, observed at the crack initiation sites were measured and reported
 147 in terms of the Murakami parameter \sqrt{area} (square root of the defect area projected onto a plane
 148 perpendicular to the applied stress) [25]. These values are reported in the last column of Table 2.

149 Sample D32-8 showed a particularly low fatigue strength, as its failure occurred during the first
 150 loading step at a stress amplitude of 110 MPa. As illustrated in Fig. 9, large linear LoF pore can
 151 be seen at the surface of the hemispherical artificial defect. These linear defect act as pre-existing

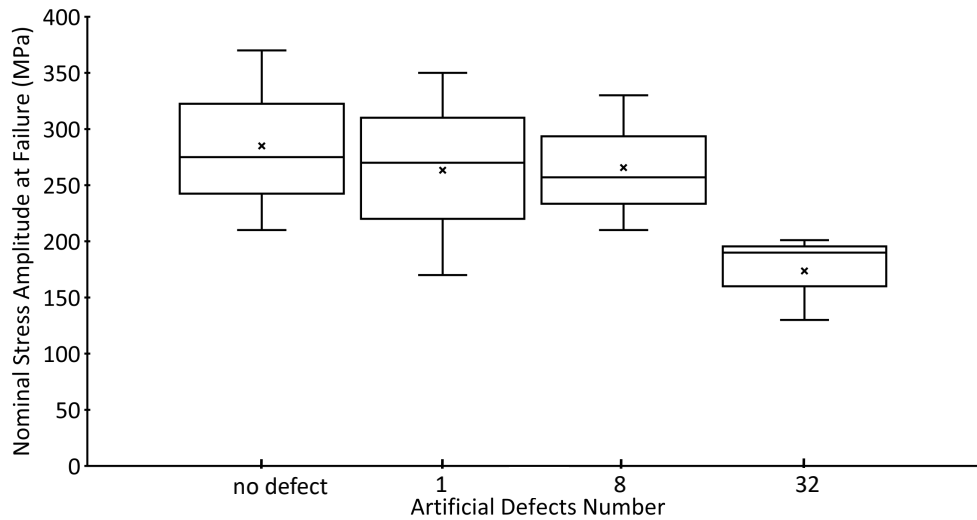


Fig. 7: Average and range of the Nominal Stress Amplitude at Failure in function of the artificial defects number.

152 cracks and have a detrimental effect on the fatigue strength. An observation of the overall fracture
 153 surface shows that the LoF pores are aligned between melt pools. This kind of failure surface, not
 154 much discussed in the literature, is characteristic of delamination which is occasionally reported
 155 in L-PBF materials. Andreau et al. [26] observed delamination on a 316L L-PBF stainless steel in
 156 samples where pores covered more than 10% of the cross section. Similarly, the failure surface of
 157 the delaminated sample presented in Fig.9, also showed a high surface fraction of pores (in black
 158 on the failure surface).

159 For 7 out of 25 specimens, no pores were observed at the crack initiation sites as shown in Fig.
 160 10. In these cases, it was assumed that cracks initiated from the microstructure, most probably
 161 from α laths or colonies as report in the literature [14, 27, 28] for similar alloys.

162 3.3. Impact of artificial defects on fatigue strength

163 Finite element simulation of the elastic stresses around an artificial defect were conducted
 164 using the following material elastic constants: $E = 110$ GPa and $\nu = 0.34$. The results of the
 165 simulation, shown in Fig 11, confirm that the stress concentration factor (K_t) characterizing an
 166 artificial defect is equal to 2. The fatigue notch factor K_f is hypothetically considered equal to the
 167 stress concentration factor, as experimentally shown by Lanning et al. [29] for wrought Ti-6Al-4V

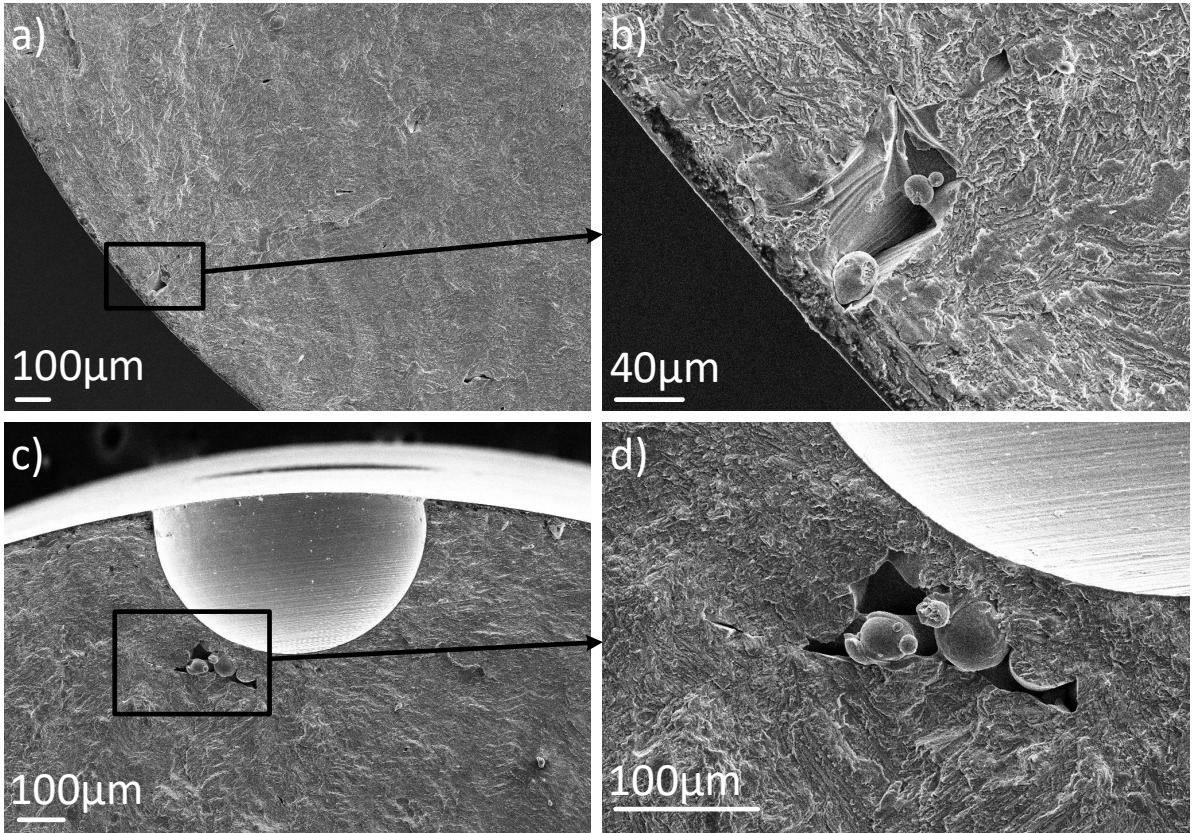


Fig. 8: Fracture surface of samples a-b) D1-3 where the lack of fusion that caused crack initiation is not in the vicinity of an artificial defect and c-d) D32-5 showing crack initiation from lack of fusion pore, located at the root of an artificial defect.

168 notched cylindrical specimens ($K_t = 2.72$) under push-pull loads. Therefore, it is assumed that the
 169 local stress at the root of the artificial defect can be estimated by:

$$\sigma_{f,a,local} = K_t \sigma_{a,nominal} \quad (2)$$

170 On the plane of maximal normal stress, the K_t remains quasi constant around the defect with a
 171 decrease of only 4.2% when comparing stress value in the depth and at the surface. Equation
 172 2 was used to calculate $\sigma_{f,a,local}$ reported in Table 2 for all of the samples identified as "AD-
 173 microstructure".

174 For specimen with a natural defects found in the vicinity of an artificial defect (AD-natural

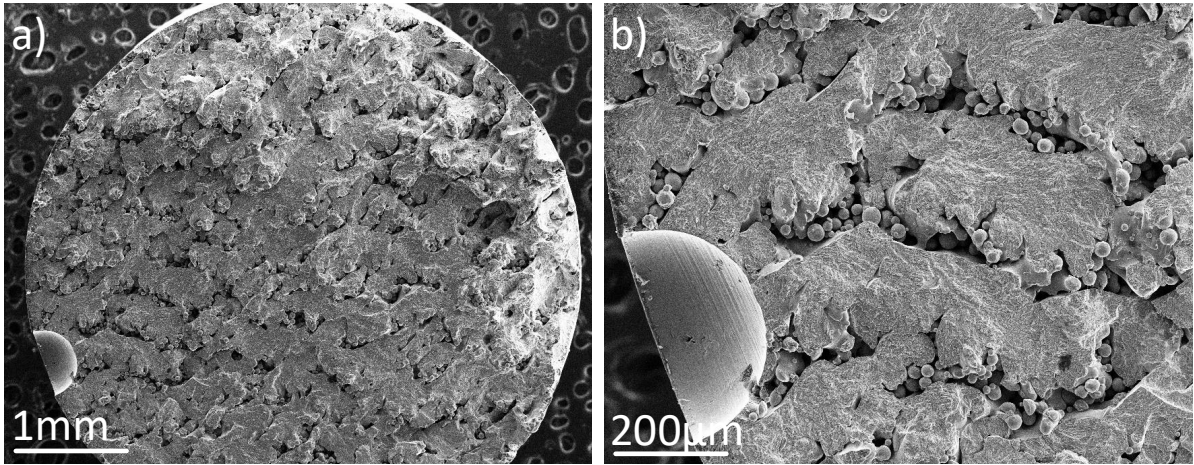


Fig. 9: Fracture surface of sample D32-8 showing a layer delamination.

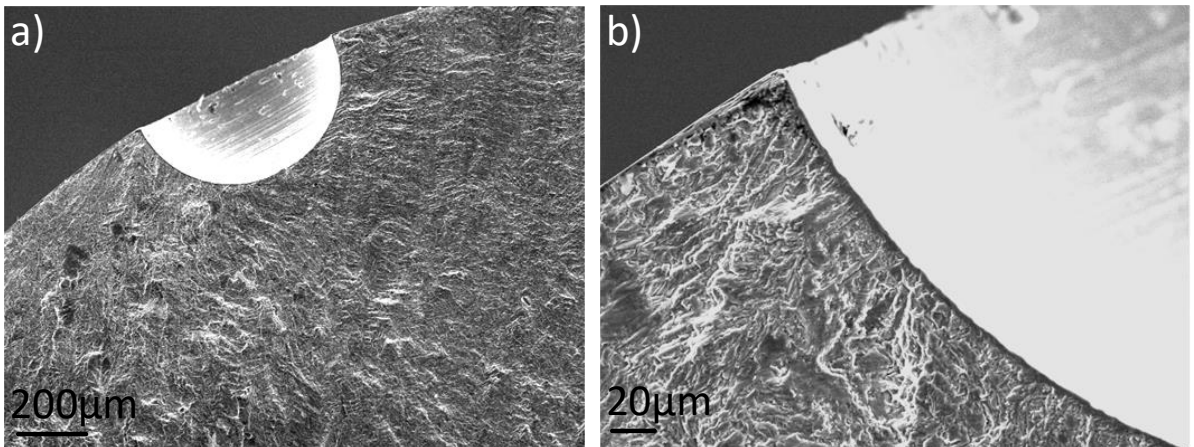


Fig. 10: Fracture surface of sample D32-6 showing initiation from microstructure without any pore.

175 defect), the local stress at the tip of the natural defect is reported. The results of finite element
 176 analysis was used to quantify the stress concentration factor (K_{t,d^*}) for specific positions under-
 177 neath the artificial defect, d^* , as shown in Fig.11 and Fig.12. The natural defect is therefore not
 178 explicitly modelled but the stress gradient in the vicinity of the hemispherical hole is take into
 179 account.

For each specimen, the local stress was quantified at the tip of the initiation defect using equa-

tion 3:

$$\sigma_{f,a,local} = K_{t,d^*} \sigma_{f,a,nominal} \quad (3)$$

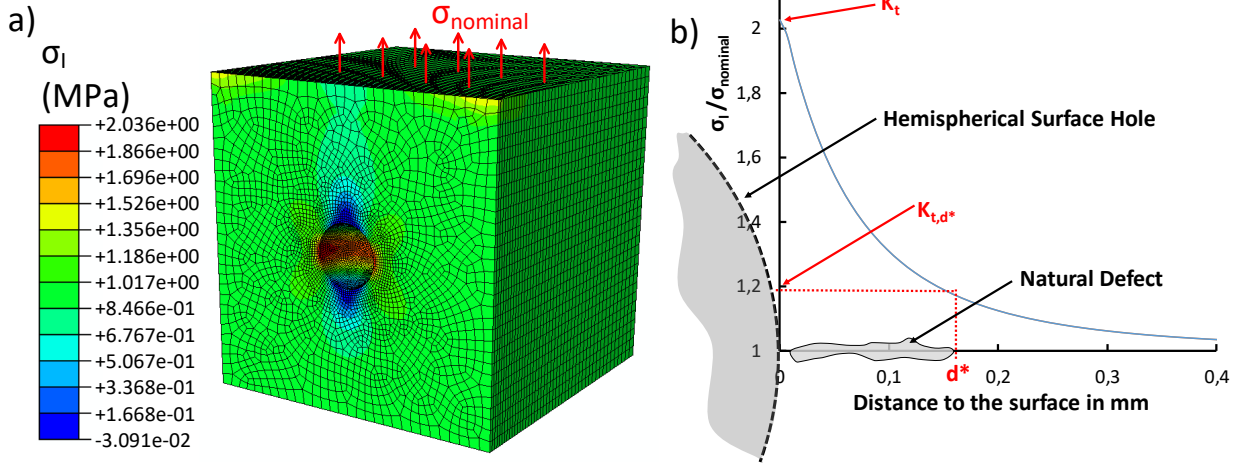


Fig. 11: a) Finite Element simulation in elasticity of a elementary volume containing a 600 μm diameter hemispherical defect, the arbitrary intensity stress load in tension is 1MPa, maximum principal stress σ_I field are given by the color code, b) stress distribution in depth from the free surface of the hemispherical surface hole.

180 The local fatigue strength $\sigma_{f,a,local}$ is reported in the 7th column of Table 2. These values are
 181 calculated at the tip of the artificial defect for all specimens with the crack initiation type "AD-
 182 microstructure" and at the tip of the natural defect for the specimens with the "AD-natural defect"
 183 initiation type.

184 In Fig.13, the local fatigue strength of all sample are plotted as a function of square root area
 185 \sqrt{area} of the defect observed at the crack initiation site. This diagram is presented on a log-log
 186 scale in order to appreciate the power law relationship that typically describes the influence of large
 187 defects on the fatigue strength as proposed by Kitagawa-Takahashi in 1976 [22]. For crack initia-
 188 tion at microstructural features (i.e. defect-free), the fatigue strength is plotted at $\sqrt{area} = 1 \mu\text{m}$.
 189 In presence of natural defects, the data obtained from specimen with and without hemispherical
 190 surface hole presented on Fig.13 are not significantly different. This indicates that the proposed
 191 stress correction for presence of natural defect in the vicinity of a hole is fair.

192 Fig. 13 demonstrates the detrimental effect of defects on the fatigue strength. For all specimens
 193 containing a natural defect with $\sqrt{area} > 19 \mu\text{m}$, the fatigue strength can be estimated by a power

194 law relationship of the defect size (\sqrt{area}) with an exponent of -0.5 ($\sigma_{f,a,local} = B(\sqrt{area})^{0.5}$).
 195 Such a power law relationship well describes the linear elastic fracture mechanics principles where
 196 the fatigue strength can be expressed by:

$$\sigma_a = \frac{\Delta K_{th}}{F \sqrt{\pi \sqrt{area}}} \quad (4)$$

197 where F is a dimensionless factor which equal to 0.65 for an hemispherical surface defected
 198 considered as an pre-existing crack in a body of infinite size. For load ratios smaller or equal to
 199 0 ($R \leq 0$) it is generally recognized that the positive portion of the load is the sole contributor to
 200 long crack propagation in metals, as proposed in ASTM E647 [30]. Therefore, in equation 4, the
 201 expression of delta $\Delta K = K_{amp} = K_{max}$ has been used and $\Delta \sigma$ can be replaced by σ_{max} .

202 Fig. 13 can also be use to estimate the material's resistance to fatigue in the absence of a crack
 203 initiating discontinuity. The results presented by open circles were obtained for specimens with no
 204 observable pores in the vicinity of the crack initiation region. These results (AD-microstructure)
 205 ranged from 342 to 663 MPa. It can also be observed that the presence of defects smaller than
 206 30 μm at the crack initiation sites resulted in fatigue strengths of 341, 383, 384 and 389 MPa,
 207 which is the same range as the defect-free samples. It suggests that the critical defect size, which
 208 is detrimental to the fatigue strength of the studied LPBF-Ti-6Al-4V is approximately $\sqrt{area} = 30$
 209 μm .

210 In the next section an attempt to correlate the dispersion in the measured fatigue strength to the
 211 size of the Highly Stressed Volume (HSV) is presented. In addition the scatter in ΔK_{th} will also be
 212 accounted for in a probabilistic Kitagawa-Takahashi diagram.

213 4. Probabilistic Kitagawa-Takahashi diagram

214 4.1. Analysis of the volume effect

215 To quantify the size of the HSV the approach proposed by Sonsino et al. [31] is used. These
 216 authors proposed that fatigue damage on component experiencing a stress gradient occurs essen-
 217 tially in the HSV. The authors defined the HSV to be the volume within which the Von-Mises
 218 stress amplitude is greater than 90% of the maximum stress amplitude in the component. Here,

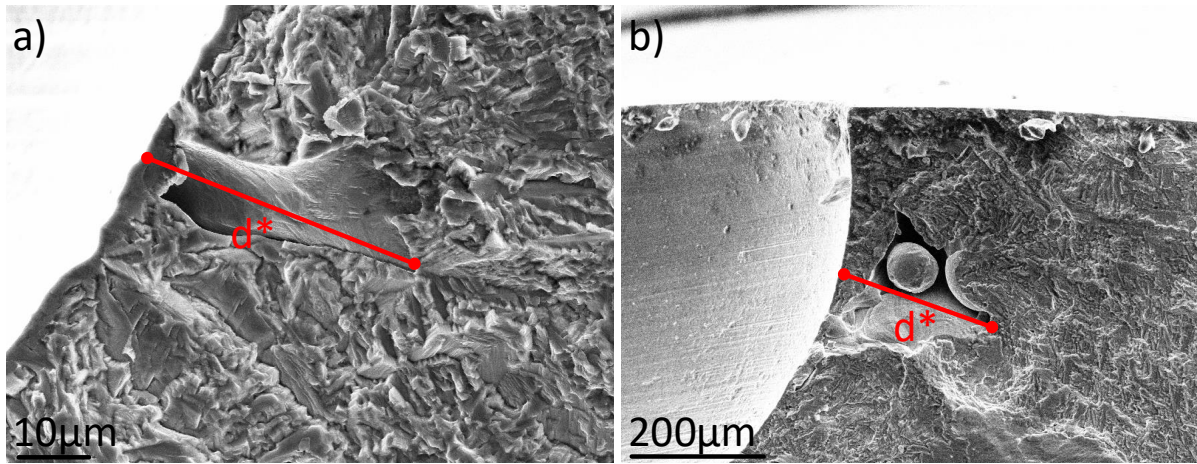


Fig. 12: Fracture surface of samples a) D32-4 and b) D32-2 illustrates the distances d^* .

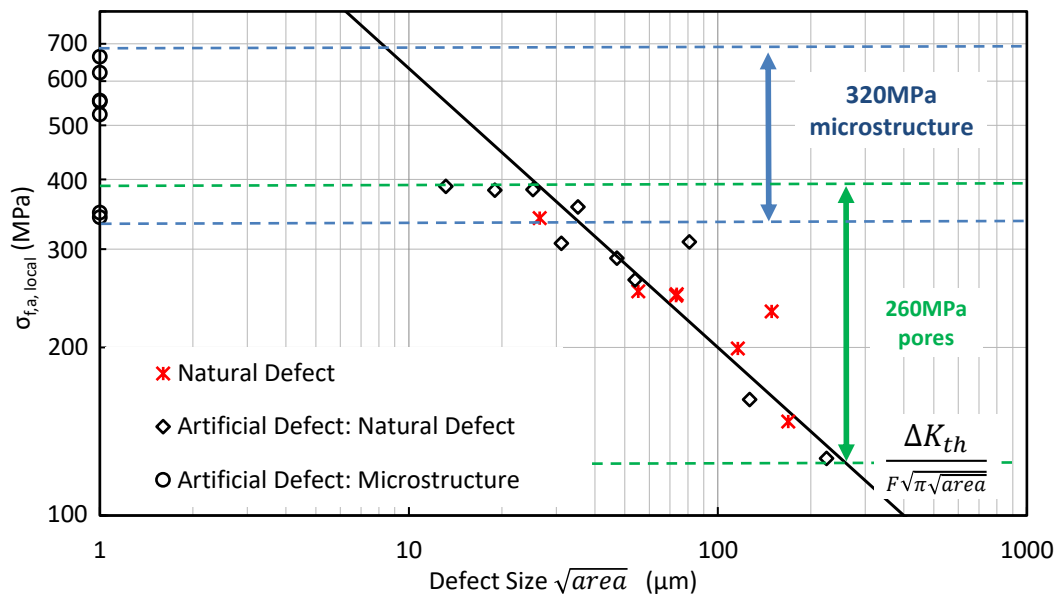


Fig. 13: Kitagawa-Takahashi diagram of all the samples using the local fatigue strength $\sigma_{f,a,local}$ for different fatigue initiation types.

219 this principle is used to quantified the HSV in samples containing a stress gradient caused by the
220 presence of the artificial defects. For the specimens described in this paper, V90% equals 2.15,
221 17.2 and $68.9 \times 10^{-3} \text{ mm}^3$ respectively for samples containing 1, 8 and 32 hemispherical holes.

222 For specimen without artificial defect, the HSV (V90%) is theoretically the volume of the
223 reduced section, which equals 770 mm^3 . Nevertheless, experiments performed by Andreau et al.
224 [26] on a 316L stainless steel showed that cracks initiate at the surface even in the presence of
225 internal defects that are 4 to 10 times larger than the surface defects. Based on this observation, it
226 is proposed that fatigue damage mainly occurs within a surface layer or skin with a thickness of
227 $20 \mu\text{m}$, leading to a V90% of 4.4 mm^3 . This thickness has been chosen to be equal to the α colony
228 size, which is known to play a crucial role in crack initiation [14, 32]. Neikter et al. [33] proposed
229 a typical colony size of $20 \mu\text{m}$ in their extensive characterization work on LPBF-Ti-6Al-4V.

230 In Fig.14, the evolution of the local fatigue strength $\sigma_{f,a,local}$ as a function of the highly stressed
231 volume is presented for all specimens. For specimens with crack initiation at a pore (\diamond), the
232 fatigue strength is decreasing with the HSV. This can be explained by an increasing probability
233 of encountering a large pore within larger HSV. The pore size reported in Table 3 is in agreement
234 with this statement. This size effect has been reported by several authors who account for it using
235 extreme values defect distribution [4, 34, 35].

236 For specimen with no observable defects at the crack initiation site (\circ), the average fatigue
237 strength is even more sensitive to the HSV size. This size effect can be explain by microstructural
238 heterogeneities. A larger HSV increases the probability of having a large colony of alpha laths
239 favourably oriented for slip. For the smallest HSV, the fatigue strength reached values as high as
240 663 MPa for specimen D1-7. These results illustrate that the local fatigue strength of the LPBF
241 material can be very high, even higher than those usually obtained for a conventional specimen
242 geometry with a HIP treatment (HIP-LPBF-Ti-6Al-4V - around 510 MPa [13]) and closed to those
243 of hot rolled Ti-6Al-4V material (around 675 MPa [13])

244 4.2. A probabilistic approach to model the volume effect

245 In this section, a probabilistic Kitagawa-Takahashi diagram that accounts for the effect of the
246 HSV on the fatigue strength and the experimental dispersion, measured in terms of ΔK_{th} is pro-

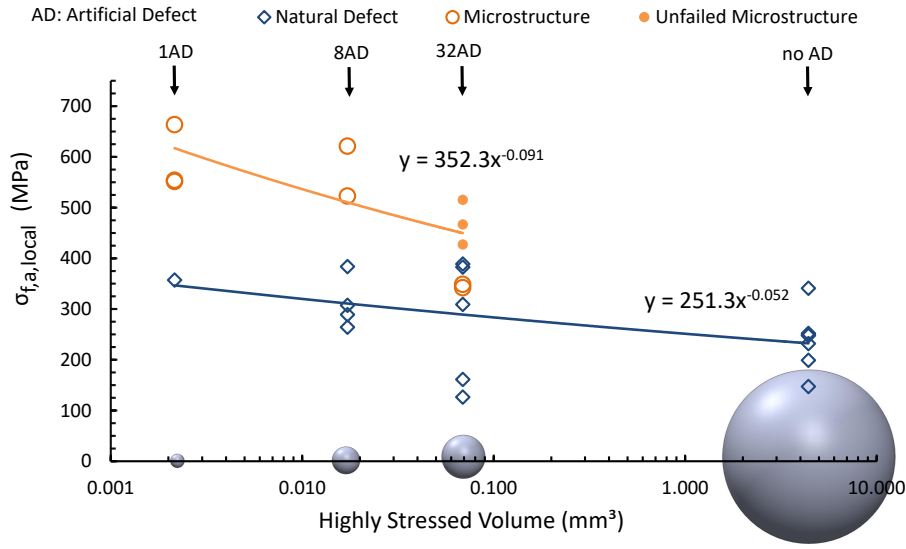


Fig. 14: Evolution of the local fatigue strength in function of the size of HSV. Results are presented using distinct symbols for failures that initiated at a natural defect (diamonds) and microstructure (circles). For all specimens, when a crack initiated from a natural defect at a smooth surface (not in an artificial defect), the result is reported in the category of the large HSV (4,4 mm³). The size of spheres is proportionate to the size of the tested HSV.

Table 3: Average pore size observed at crack initiation sites and percentage of failure without pore for the different HSV tested

Number of Artificial Defect	1	8	32	0
HSV (10 ⁻² mm ³)	0.215	1.72	6.89	440
average pore size (μm)	35	39	92	95
failure without pores (%)	42	33	25	0

247 posed.

248 4.2.1. Failure probability for defect free fatigue crack initiation

249 To model the effect of the HSV on the fatigue strength when the microstructure controls the
 250 fatigue strength, a crack initiation threshold is defined at the mesoscopic scale (at the grain scale
 251 or the alpha colony scale) using a Weibull distribution. In the following, for convenience, the max-
 252 imum principal stress criterion (σ_a for an axial load) is chosen, but other more complex thresholds
 253 could be used (i.e. equivalent stress, strain, energy, etc.). Hence, the condition for crack initiation

254 is defined by:

$$\sigma_a \geq \sigma_{th} \quad (5)$$

255 where σ_{th} is the intrinsic fatigue stress necessary to trigger crack initiation in a colony. In order
 256 to take into account the inherent stochastic nature of the fatigue resistance at the microstructural
 257 scale a two parameter Weibull distribution [36, 37] is used to describe the intrinsic fatigue strength.
 258 The probability density function proposed to described this distribution is given in Eq.6.

$$f_{01}(\sigma_{th}) = \frac{m_1}{\sigma_{th0}} \left(\frac{\sigma_{th}}{\sigma_{th0}} \right)^{m_1-1} \exp - \left(\frac{\sigma_{th}}{\sigma_{th0}} \right)^{m_1} \quad (6)$$

259 where σ_{th0} is the scale parameter and m_1 is the shape parameter (or the Weibull exponent) used
 260 to reflect the scatter associated with the local intrinsic fatigue strength within the microstructure.
 261 Such a distribution can represent, for example, the effect of colony orientation on the initiation of
 262 a fatigue crack. The probability of triggering crack initiation can be expressed as the probability of
 263 having the applied mesoscopic stress amplitude reaching the local fatigue strength as in equations
 264 7 and 8.

$$P_{F_{01}} = (\sigma_{th} < \sigma_a) = \int_0^{\sigma_{eq}} f_{01}(\sigma_{th}) d\sigma_a \quad (7)$$

$$P_{F_{01}} = 1 - \exp \left[- \left(\frac{\sigma_a}{\sigma_{th0}} \right)^{m_1} \right] \quad (8)$$

In order to account for the size of the HSV in the probability function, the weakest link theory proposed by Freudenthal [38] is used. In this framework, the probability of survival ($1 - P_{F_1}$) is defined as the product of the survival probabilities of each elementary volume V_0 in the volume V_Ω .

$$1 - P_{F_1} = \prod_{V_\Omega} (1 - P_{F_{01}}(M)) \quad (9)$$

265 resulting in:

$$P_{F_1} = 1 - \exp \left[- \frac{1}{V_0} \int_{V_\Omega} \left(\frac{\sigma_a}{\sigma_{th0}} \right)^{m_1} dV \right] \quad (10)$$

266 Within the experimental campaign presented in Table 3, four sample types with a specific
 267 volume sizes , V_{Ω} ,were tested. The failure probability of each sample type is described by equation
 268 11.

$$P_{F_1} = 1 - \exp \left[-\frac{V_{\Omega}}{V_0} \left(\frac{\sigma_a}{\sigma_{th0}} \right)^{m_1} \right] \quad (11)$$

269 From Eq. 11, the relation between the fatigue strengths noted $\sigma_{a,1}$ and $\sigma_{a,2}$ of two different
 270 loading volume sizes $V_{\Omega 1}$ and $V_{\Omega 2}$ can be written as:

$$\frac{\sigma_{a,2}}{\sigma_{a,1}} = \left(\frac{V_{\Omega 1}}{V_{\Omega 2}} \right)^{1/m_1} \quad (12)$$

271 The parameter m_1 can therefore be obtained experimentally by fitting a power equation to the
 272 fatigue strength results as a function of the tested volume V_{Ω} as illustrated in Fig.14. This leads to
 273 a m_1 value of 10.98 for a failure probability of 0.5.

274 Then, knowing m_1 and the average fatigue strength for an HSV, the gamma function is used to
 275 calculate the Weibull scale factor (see Eq.13).

$$\sigma_{th0} = \frac{\sigma_a}{\Gamma(1 + 1/m_1)} \quad (13)$$

276 where $\Gamma(t) = \int_0^{\infty} x^{t-1} e^{-x}$ is the gamma function [39]. Assuming V_0 is equal to the volume of
 277 a cube with a side length of 20 μm can be used to model a α colony, this lead to a Weibull scale
 278 factor of the theoretical local intrinsic fatigue strength σ_{th} of 1.73×10^5 MPa.

279 4.2.2. Failure probability due to propagation from natural defects

280 As shown previously, the evolution of the fatigue strength as a function of the natural defect
 281 size (Fig. 13) is well described using the LEFM approach defined by Eq.4 when $\sqrt{area} > 30 \mu\text{m}$.
 282 To estimate the failure probability caused by the propagation of a crack from a natural defect, a
 283 linear elastic fracture mechanic approach is therefore proposed. As defined in Eq.14, according
 284 to LEFM and the Murakami approach [34], a defect of size \sqrt{area} , considered as a pre-existing
 285 crack will not propagate under cyclic loads if the applied stress intensity range, ΔK_I , is less than

286 the material crack propagation threshold, ΔK_{th} .

$$\Delta K_I = 0.65 \sigma_a \sqrt{\pi \sqrt{area}} \leq \Delta K_{th} \quad (14)$$

287 As for the intrinsic local fatigue resistance, the stochastic character of the long crack propaga-
288 tion threshold is modelled using a Weibull distribution [36, 37] for which the probability density
289 function is given by:

$$f_{02}(\Delta K_{th}) = \frac{m_2}{\Delta K_{th0}} \left(\frac{\Delta K_{th}}{\Delta K_{th0}} \right)^{m_2-1} \exp - \left(\frac{\Delta K_{th}}{\Delta K_{th0}} \right)^{m_2} \quad (15)$$

290 In this case, the shape factor or the Weibull exponent, m_2 , governs the scatter and ΔK_{th0} is the
291 scale factor of the distribution.

292 The probability of a crack propagating, corresponds to the probability that ΔK is above the
293 material ΔK_{th} as expressed in Eq.16:

$$P_{F_2} = 1 - \exp \left[- \left(\frac{\Delta K_I}{\Delta K_{th0}} \right)^{m_2} \right] \quad (16)$$

294 Assuming that all specimens with a natural defect at the initiation site broke when the stress
295 intensity factor range reached the crack propagation threshold, the cumulative probability of the
296 crack propagation threshold can be plotted (as in Fig.15). In this figure the two points with the
297 lowest defect size locate on the Kitagawa-Takahashi plateau were not considered. Note that two
298 data points in Fig.15 do not seem to follow the Weibull trend. These two data with a particular
299 high crack propagation threshold were not taken into account to fit the Weibull distribution. The
300 crack propagation threshold data presented in Fig.15 are lower than the data found in the literature
301 for wrought Ti-6Al-4V ($\Delta K_{th} = 5.6 \text{ MPa.m}^{1/2}$ [40, 41] and LPBF Ti-6Al-4V ($\Delta K_{th} = 3.65 \text{ MPa.m}^{1/2}$
302 [42]) material via CT specimens (obtained using a load ratio $R = -1$ and without considering the
303 load negative part for the ΔK_{th} calculation). It is well known in fatigue that the crack propagation
304 threshold tend to decrease when the crack length becomes small. These low values, compare to
305 CT propagation results for the long crack domain are probably due to the small defect size, being
306 studied. The Weibull function parameters are $\Delta K_{th0} = 2.33 \text{ MPa.m}^{1/2}$ and $m_2 = 13.49$.

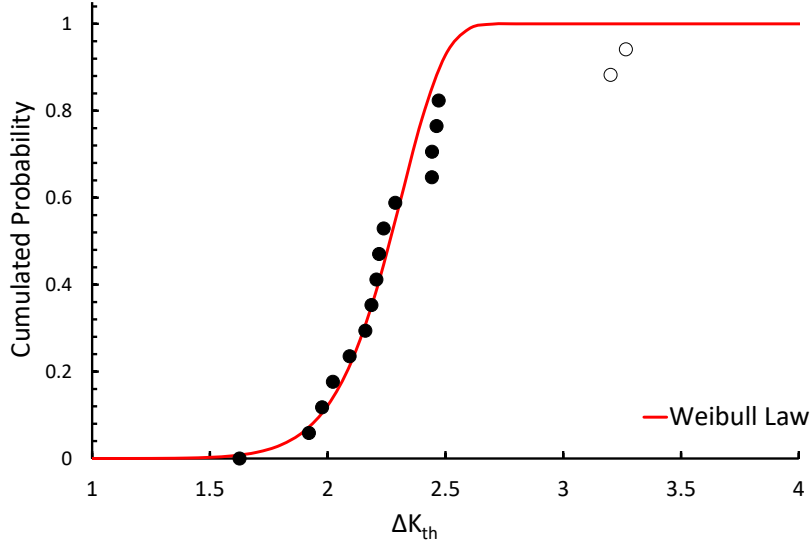


Fig. 15: ΔK_{th} cumulative probability and Weibull function identified.

307 4.2.3. Combined failure probability

308 Finally, it is proposed that the survival probability of a volume V_Ω , failing by one or the other
 309 damage scenarios, is equal to the product of the two survival probabilities described by Eq.11 and
 310 Eq.16. Essentially, the weakest link hypothesis [38], is employed once again, which assumes that
 311 the two damage mechanisms are independent, leading to equation 17:

$$1 - P_F = (1 - P_{F_1})(1 - P_{F_2}) \quad (17)$$

312 The combined probability of failure for a tested volume size V_Ω can thus be written as in
 313 equation 18 describing a bimodal Weibull distribution.:

$$P_F = 1 - \exp \left\{ - \left[\frac{V_\Omega}{V_0} \left(\frac{\sigma_a}{\sigma_{th0}} \right)^{m_1} + \left(\frac{F \sigma_a \sqrt{\pi \sqrt{area}}}{\Delta K_{th0}} \right)^{m_2} \right] \right\} \quad (18)$$

314 The volume size effect on the microstructural fatigue strength is explicitly taken into account
 315 via the terms $\frac{V_\Omega}{V_0}$. In addition the defect size is directly introduced as an input parameter. The

316 influence of the tested volume size on the probability of finding a large defect is not modelled.

317 Eq.18, plotted as a function of the defect size, \sqrt{area} , results in a probabilistic Kitagawa-
318 Takahashi diagram as shown in Fig.16. The probabilistic approach correctly predict the fatigue
319 strength trends experimentally observed. It also predict a decreasing critical defect size with a
320 decreasing HSV.

321 As shown in Fig.16, care should be taken when using a deterministic Kitagawa-Takahashi
322 diagram because it often neglects the volume or size effect on the fatigue plateau for small defects
323 sizes. Particular care must be taken when the dimensioning curves are derived from tests carried
324 out on small test specimens. The proposed approach is a first step to consider, at the same time,
325 the fatigue strength sensitivity to the loaded volume size in presence of two different damage
326 mechanisms (initiation with and without natural defects).

327 The comparison of the fatigue strength without natural defects to those obtained from Ti-
328 6AL-4V LPBF HIP and hot-rolled materials [13] illustrates the importance of better controlling
329 the Ti-6AL-4V LPBF microstructure. According to the results obtained in this study, removing
330 the natural defects (LoF, gaseous pore, etc.) would only have a limited impact on improving the
331 fatigue resistance of Ti-6AL-4V LPBF. In the absence of a natural defect, the high sensitivity of the
332 fatigue strength to the volume size illustrates significant microstructure variability which results
333 in high scatter and a limited average value. In the absence of natural defects, the optimization of
334 LPBF processes in order to guarantee a more homogeneous microstructures and less sensitive to
335 the scale effect in fatigue is a challenge to be taken up to guarantee better resistance of Ti-6Al-4V-
336 LPBF components in fatigue.

337 **5. Conclusion**

338 This paper presents the results of a fatigue test campaign performed on Ti-6Al-4V manufac-
339 tured by LPBF. The effect of the tested volume on the fatigue strength was investigated by intro-
340 ducing different numbers of hemispherical surface holes to locally raised the stress and change the

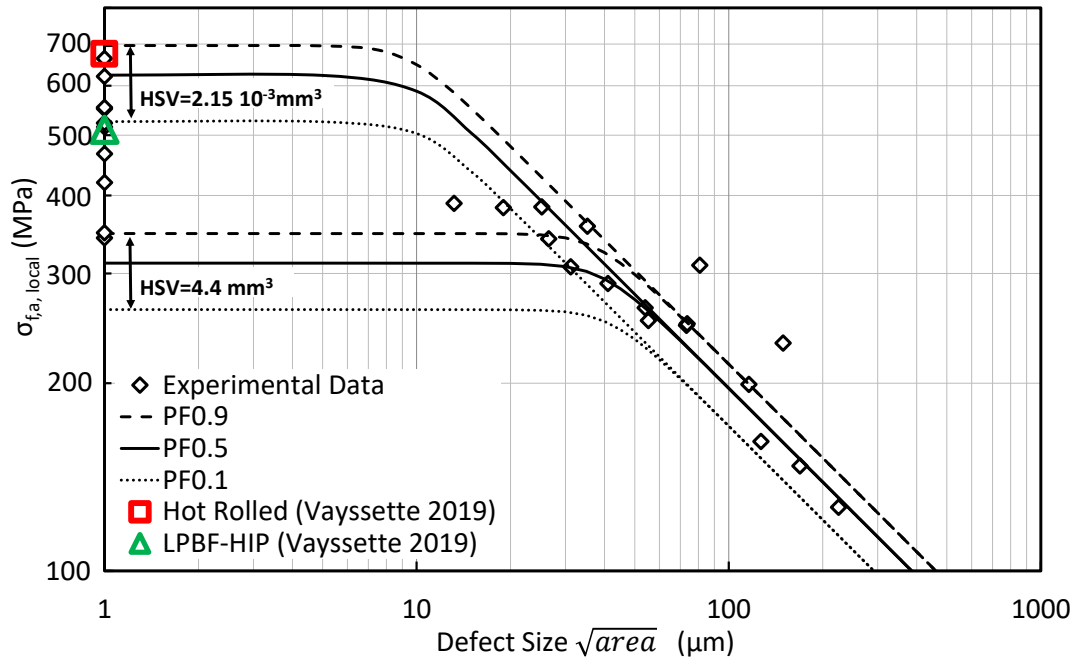


Fig. 16: Kitagawa-Takahashi diagram, corresponding to Eq.18, for different HSV and failure probabilities compared to literature data [13].

341 size of the Highly Stressed Volume (HSV). For specimens with small highly stressed volumes it
 342 was possible to characterize the material fatigue strength without pores.

343 The following conclusions can be drawn from the result analysis:

- 344 • In the absence of pores in the HSV, the material fatigue strength ranges from 342 to 663
 345 MPa and is very sensitive to the HSV size.
- 346 • The critical defect size affecting the fatigue strength of the LPBF Ti-6Al-4V is approxi-
 347 mately 30 μm for push-pull loads and fatigue life of 10^6 cycles.
- 348 • When a crack initiates from a pore, the fatigue strength decreases with the increasing size of
 349 the HSV. This can be explained by the direct relationship between the probability of finding

350 a large defect and the size of the tested volume.

- 351 • The fatigue sensitivity to the defect size is correctly predicted using a linear elastic frac-
352 ture mechanic approach, in crack opening mode I and the Murakami defect size parameter
353 \sqrt{area} .
- 354 • A probabilistic approach, based on the size effect is proposed to predict the occurrence of
355 crack initiation from a microstructure feature or from a natural defects.

356 References

- 357 [1] L. Bian, S. M. Thompson, N. Shamsaei, Mechanical properties and microstructural features of direct laser-
358 deposited ti-6al-4v, *JOM* 67 (3) (2015) 629–638. doi:10.1007/s11837-015-1308-9.
- 359 [2] H. K. Rafi, T. L. Starr, B. E. Stucker, A comparison of the tensile, fatigue, and fracture behavior of ti-6al-4v
360 and 15-5 PH stainless steel parts made by selective laser melting, *The International Journal of Advanced Manu-
361 facturing Technology* 69 (5-8) (2013) 1299–1309. doi:10.1007/s00170-013-5106-7.
- 362 [3] L. Facchini, E. Magalini, P. Robotti, A. Molinari, S. Höges, K. Wissenbach, Ductility of a ti-6al-4v alloy pro-
363 duced by selective laser melting of prealloyed powders, *Rapid Prototyping Journal* 16 (6) (2010) 450–459.
364 doi:10.1108/13552541011083371.
- 365 [4] V.-D. Le, E. Pessard, F. Morel, F. Edy, Interpretation of the fatigue anisotropy of additively manufactured ta6v
366 alloys via a fracture mechanics approach, *Engineering Fracture Mechanics* 214 (2019) 410–426, cited By 0.
367 doi:10.1016/j.engfracmech.2019.03.048.
368 URL [https://www.scopus.com/inward/record.uri?eid=2-s2.0-85063737124&doi=10.1016%2fj.
369 engfracmech.2019.03.048&partnerID=40&md5=ca6bedb3439395a3747377debb824269](https://www.scopus.com/inward/record.uri?eid=2-s2.0-85063737124&doi=10.1016%2fj.engfracmech.2019.03.048&partnerID=40&md5=ca6bedb3439395a3747377debb824269)
- 370 [5] J. Günther, D. Krewerth, T. Lippmann, S. Leuders, T. Tröster, A. Weidner, H. Biermann, T. Niendorf, Fatigue
371 life of additively manufactured ti-6al-4v in the very high cycle fatigue regime, *International Journal of Fatigue*
372 94 (2017) 236–245. doi:10.1016/j.ijfatigue.2016.05.018.
- 373 [6] D. Greitemeier, F. Palm, F. Syassen, T. Melz, Fatigue performance of additive manufactured TiAl6v4 us-
374 ing electron and laser beam melting, *International Journal of Fatigue* 94 (2017) 211–217. doi:10.1016/j.
375 ijfatigue.2016.05.001.
- 376 [7] Y. Kok, X. Tan, P. Wang, M. Nai, N. Loh, E. Liu, S. Tor, Anisotropy and heterogeneity of microstructure and
377 mechanical properties in metal additive manufacturing: A critical review, *Materials and Design* 139 (2018) 565–
378 586, cited By 170. doi:10.1016/j.matdes.2017.11.021.
379 URL [https://www.scopus.com/inward/record.uri?eid=2-s2.0-85036472857&doi=10.1016%2fj.
380 matdes.2017.11.021&partnerID=40&md5=5c2e5f384c4337627701d55da697dec2](https://www.scopus.com/inward/record.uri?eid=2-s2.0-85036472857&doi=10.1016%2fj.matdes.2017.11.021&partnerID=40&md5=5c2e5f384c4337627701d55da697dec2)

- 381 [8] A. Fatemi, R. Molaei, S. Sharifimehr, N. Phan, N. Shamsaei, Multiaxial fatigue behavior of wrought and additive
382 manufactured ti-6al-4v including surface finish effect, *International Journal of Fatigue* 100 (2017) 347–366.
383 doi:10.1016/j.ijfatigue.2017.03.044.
- 384 [9] A. Fatemi, R. Molaei, S. Sharifimehr, N. Shamsaei, N. Phan, Torsional fatigue behavior of wrought and additive
385 manufactured ti-6al-4v by powder bed fusion including surface finish effect, *International Journal of Fatigue* 99
386 (2017) 187–201. doi:10.1016/j.ijfatigue.2017.03.002.
- 387 [10] E. Wycisk, A. Solbach, S. Siddique, D. Herzog, F. Walther, C. Emmelmann, Effects of defects in laser additive
388 manufactured ti-6al-4v on fatigue properties, *Physics Procedia* 56 (2014) 371–378. doi:10.1016/j.phpro.
389 2014.08.120.
- 390 [11] E. Wycisk, S. Siddique, D. Herzog, F. Walther, C. Emmelmann, Fatigue performance of laser additive
391 manufactured ti-6al-4v in very high cycle fatigue regime up to 10^9 cycles, *Frontiers in Materials* 2, cited By
392 40 (2015). doi:10.3389/fmats.2015.00072.
393 URL [https://www.scopus.com/inward/record.uri?eid=2-s2.0-84991536462&doi=10.3389/](https://www.scopus.com/inward/record.uri?eid=2-s2.0-84991536462&doi=10.3389/fmats.2015.00072&partnerID=40&md5=d11ac275cd8b18807a6e67376fbf9302)
394 [2fmats.2015.00072&partnerID=40&md5=d11ac275cd8b18807a6e67376fbf9302](https://www.scopus.com/inward/record.uri?eid=2-s2.0-84991536462&doi=10.3389/fmats.2015.00072&partnerID=40&md5=d11ac275cd8b18807a6e67376fbf9302)
- 395 [12] V. Chastand, P. Quaegebeur, W. Maia, E. Charkaluk, Comparative study of fatigue properties of ti-6al-4v spec-
396 imens built by electron beam melting (ebm) and selective laser melting (slm), *Materials Characterization* 143
397 (2018) 76–81, cited By 13. doi:10.1016/j.matchar.2018.03.028.
398 URL [https://www.scopus.com/inward/record.uri?eid=2-s2.0-85053821679&doi=10.1016%2fj.](https://www.scopus.com/inward/record.uri?eid=2-s2.0-85053821679&doi=10.1016%2fj.matchar.2018.03.028&partnerID=40&md5=b302fa0e425ff1b26038b1f1c7e048ef)
399 [matchar.2018.03.028&partnerID=40&md5=b302fa0e425ff1b26038b1f1c7e048ef](https://www.scopus.com/inward/record.uri?eid=2-s2.0-85053821679&doi=10.1016%2fj.matchar.2018.03.028&partnerID=40&md5=b302fa0e425ff1b26038b1f1c7e048ef)
- 400 [13] B. Vayssette, N. Saintier, C. Brugger, M. El May, E. Pessard, Numerical modelling of surface roughness effect
401 on the fatigue behavior of ti-6al-4v obtained by additive manufacturing, *International Journal of Fatigue* 123
402 (2019) 180–195, cited By 2. doi:10.1016/j.ijfatigue.2019.02.014.
403 URL [https://www.scopus.com/inward/record.uri?eid=2-s2.0-85061939901&doi=10.1016%2fj.](https://www.scopus.com/inward/record.uri?eid=2-s2.0-85061939901&doi=10.1016%2fj.ijfatigue.2019.02.014&partnerID=40&md5=4140990586e94cb1e59b1fc80370d030)
404 [ijfatigue.2019.02.014&partnerID=40&md5=4140990586e94cb1e59b1fc80370d030](https://www.scopus.com/inward/record.uri?eid=2-s2.0-85061939901&doi=10.1016%2fj.ijfatigue.2019.02.014&partnerID=40&md5=4140990586e94cb1e59b1fc80370d030)
- 405 [14] F. Cao, T. Zhang, M. Ryder, D. Lados, A review of the fatigue properties of additively manufactured ti-6al-4v,
406 *JOM* 70 (3) (2018) 349–357, cited By 13. doi:10.1007/s11837-017-2728-5.
407 URL [https://www.scopus.com/inward/record.uri?eid=2-s2.0-85042208377&doi=10.1007/](https://www.scopus.com/inward/record.uri?eid=2-s2.0-85042208377&doi=10.1007%2fs11837-017-2728-5&partnerID=40&md5=8bcfdf46c04cb937c3e1ee666127abc9)
408 [2fs11837-017-2728-5&partnerID=40&md5=8bcfdf46c04cb937c3e1ee666127abc9](https://www.scopus.com/inward/record.uri?eid=2-s2.0-85042208377&doi=10.1007%2fs11837-017-2728-5&partnerID=40&md5=8bcfdf46c04cb937c3e1ee666127abc9)
- 409 [15] R. Pogoretskii, Effect of test piece length on the fatigue strength of steel in air, *Soviet Materials Science* 1 (1)
410 (1966) 63–66, cited By 2. doi:10.1007/BF00714989.
411 URL [https://www.scopus.com/inward/record.uri?eid=2-s2.0-34250537841&doi=10.1007/](https://www.scopus.com/inward/record.uri?eid=2-s2.0-34250537841&doi=10.1007%2fBF00714989&partnerID=40&md5=a2ef46e0b698059d7dc5e47376060011)
412 [2fBF00714989&partnerID=40&md5=a2ef46e0b698059d7dc5e47376060011](https://www.scopus.com/inward/record.uri?eid=2-s2.0-34250537841&doi=10.1007%2fBF00714989&partnerID=40&md5=a2ef46e0b698059d7dc5e47376060011)
- 413 [16] S. Beretta, A. Blarasin, M. Endo, T. Giunti, Y. Murakami, Defect tolerant design of automotive components, *In-*
414 *ternational Journal of Fatigue* 19 (4) (1997) 319–333, cited By 59. doi:10.1016/S0142-1123(96)00079-5.

- 415 URL <https://www.scopus.com/inward/record.uri?eid=2-s2.0-0031122782&doi=10.1016/2fs0142-1123%2896%2900079-5&partnerID=40&md5=8b376c24f941d708d1f00a76dcc4e741>
- 416
- 417 [17] S.Beretta, Y.Murakami, Sif and threshold for small cracks at small notches under torsion, *Fatigue and Fracture of Engineering Materials and Structures* 23 (2) (2000) 97–104. doi:10.1046/j.1460-2695.2000.00260.x.
- 418
- 419 URL <http://dx.doi.org/10.1046/j.1460-2695.2000.00260.x>
- 420 [18] Y. Ai, S. Zhu, D. Liao, J. Correia, C. Souto, A. De Jesus, B. Keshtegar, Probabilistic modeling of fatigue life distribution and size effect of components with random defects, *International Journal of Fatigue* 126 (2019) 165–173, cited By 16. doi:10.1016/j.ijfatigue.2019.05.005.
- 421
- 422
- 423 URL <https://www.scopus.com/inward/record.uri?eid=2-s2.0-85065452247&doi=10.1016%2fj.ijfatigue.2019.05.005&partnerID=40&md5=e354853dc2c4978ece1c3c30561bdc98>
- 424
- 425 [19] D. El Khoukhi, F. Morel, N. Saintier, D. Bellett, P. Osmond, V.-D. Le, J. Adrien, Experimental investigation of the size effect in high cycle fatigue: Role of the defect population in cast aluminium alloys, *International Journal of Fatigue* 129, cited By 0 (2019). doi:10.1016/j.ijfatigue.2019.105222.
- 426
- 427
- 428 URL <https://www.scopus.com/inward/record.uri?eid=2-s2.0-85071134005&doi=10.1016%2fj.ijfatigue.2019.105222&partnerID=40&md5=2714e598ecff8ed89b47fb7e06c26f3f>
- 429
- 430 [20] F. Abroug, E. Pessard, G. Germain, F. Morel, Hcf of aa7050 alloy containing surface defects: Study of the statistical size effect, *International Journal of Fatigue* 110 (2018) 81–94, cited By 3. doi:10.1016/j.ijfatigue.2018.01.012.
- 431
- 432
- 433 URL <https://www.scopus.com/inward/record.uri?eid=2-s2.0-85041470159&doi=10.1016%2fj.ijfatigue.2018.01.012&partnerID=40&md5=837135e41b18997a584d535408938036>
- 434
- 435 [21] Y. Hu, S. Wu, Z. Wu, X. Zhong, S. Ahmed, S. Karabal, X. Xiao, H. Zhang, P. Withers, A new approach to correlate the defect population with the fatigue life of selective laser melted ti-6al-4v alloy, *International Journal of Fatigue* 136, cited By 4 (2020). doi:10.1016/j.ijfatigue.2020.105584.
- 436
- 437
- 438 URL <https://www.scopus.com/inward/record.uri?eid=2-s2.0-85081620124&doi=10.1016%2fj.ijfatigue.2020.105584&partnerID=40&md5=40772620d0531faeb8c1b94c5d83ee58>
- 439
- 440 [22] T. S. Kitagawa H, Applicability of fracture mechanics to very small cracks, in: *ASM Proceedings of 2nd international conference on mechanical Metalspark, Ohio, 1976*, pp. 627–631.
- 441
- 442 [23] A. International, ASTM F3001-14, Standard Specification for Additive Manufacturing Titanium-6 Aluminum-4 Vanadium ELI (Extra Low Interstitial) with Powder Bed FusionCited By 5 (2014).
- 443
- 444 [24] *Fatigue and fracture mechanics*, Vol. 29 of ASTM SPECIAL TECHNICAL PUBLICATION// STP, ASTM, 1999.
- 445
- 446 URL <https://books.google.fr/books?id=Vqkrnp825HQC>
- 447 [25] Murakami, Uemura, Natsume, Miyakawa, Effect of mean stress on the fatigue strength of high-strength steels containing small defects or nonmetallic inclusions, *Trans. Jpn Soc. Mech. Eng. A* (56) (1990) 1074–1081.
- 448

- 449 [26] O. Andreau, E. Pessard, I. Koutiri, J.-D. Penot, C. Dupuy, N. Saintier, P. Peyre, A competition between
450 the contour and hatching zones on the high cycle fatigue behaviour of a 316l stainless steel: Analyzed us-
451 ing x-ray computed tomography, *Materials Science and Engineering A* 757 (2019) 146–159, cited By 2.
452 doi:10.1016/j.msea.2019.04.101.
453 URL <https://www.scopus.com/inward/record.uri?eid=2-s2.0-85065124172&doi=10.1016%2fj.msea.2019.04.101&partnerID=40&md5=22227d59238bf682dd266cfc2f163ebf>
- 455 [27] Z. Xu, A. Liu, X. Wang, The influence of building direction on the fatigue crack propagation behavior of
456 ti6al4v alloy produced by selective laser melting, *Materials Science and Engineering A* 767, cited By 0 (2019).
457 doi:10.1016/j.msea.2019.138409.
458 URL <https://www.scopus.com/inward/record.uri?eid=2-s2.0-85072222975&doi=10.1016%2fj.msea.2019.138409&partnerID=40&md5=6fc753c1c2439bb3db5f70088d1fc896>
- 460 [28] B. Ellyson, M. Brochu, M. Brochu, Characterization of bending vibration fatigue of slm fabricated ti-6al-4v,
461 *International Journal of Fatigue* 99 (2017) 25–34, cited By 14. doi:10.1016/j.ijfatigue.2017.02.005.
462 URL <https://www.scopus.com/inward/record.uri?eid=2-s2.0-85013485363&doi=10.1016%2fj.ijfatigue.2017.02.005&partnerID=40&md5=a63258c9e762d134e5fc40a84dfd9320>
- 464 [29] D. Lanning, T. Nicholas, G. Haritos, On the use of critical distance theories for the prediction of the high cycle
465 fatigue limit stress in notched ti-6al-4v, *International Journal of Fatigue* 27 (1) (2005) 45–57, cited By 84.
466 doi:10.1016/j.ijfatigue.2004.06.002.
467 URL <https://www.scopus.com/inward/record.uri?eid=2-s2.0-7444265835&doi=10.1016%2fj.ijfatigue.2004.06.002&partnerID=40&md5=d606102d78a4a8f0f47a891be0b98763>
- 469 [30] ASTM International, West Conshohocken, PA, Standard Test Method for Measurement of Fatigue Crack Growth
470 Rates (2015).
- 471 [31] C. Sonsino, H. Kaufmann, V. Grubišić, Transferability of material data for the example of a randomly loaded
472 forged truck stub axle, *SAE Technical Papers* Cited By 25 (1997). doi:10.4271/970708.
473 URL <https://www.scopus.com/inward/record.uri?eid=2-s2.0-85072464298&doi=10.4271%2f970708&partnerID=40&md5=9df9be19598d8f876daa635eb5da9f82>
- 475 [32] B. Ellyson, N. Chekir, M. Brochu, M. Brochu, Characterization of bending vibration fatigue of wbd fabricated
476 ti-6al-4v, *International Journal of Fatigue* 101 (2017) 36–44, cited By 4. doi:10.1016/j.ijfatigue.2017.
477 03.045.
478 URL <https://www.scopus.com/inward/record.uri?eid=2-s2.0-85018584487&doi=10.1016%2fj.ijfatigue.2017.03.045&partnerID=40&md5=637008cab29502f985a5145ac021b8f6>
- 480 [33] M. Neikter, P. Åkerfeldt, R. Pederson, M.-L. Antti, V. Sandell, Microstructural characterization and compari-
481 son of ti-6al-4v manufactured with different additive manufacturing processes, *Materials Characterization* 143
482 (2018) 68–75, cited By 18. doi:10.1016/j.matchar.2018.02.003.

483 URL [https://www.scopus.com/inward/record.uri?eid=2-s2.0-85042273976&doi=10.1016%2fj.](https://www.scopus.com/inward/record.uri?eid=2-s2.0-85042273976&doi=10.1016%2fj.matchar.2018.02.003&partnerID=40&md5=70388a1727ae579fad3ebb4a277de8d5)
484 [matchar.2018.02.003&partnerID=40&md5=70388a1727ae579fad3ebb4a277de8d5](https://www.scopus.com/inward/record.uri?eid=2-s2.0-85042273976&doi=10.1016%2fj.matchar.2018.02.003&partnerID=40&md5=70388a1727ae579fad3ebb4a277de8d5)

485 [34] Y. Murakami, *Effects of small defects and nonmetallic inclusions*, Elsevier, 2002.

486 [35] L. Makkonen, R. Rabb, M. Tikanmäki, Size effect in fatigue based on the extreme value distribution of defects,
487 *Materials Science and Engineering: A* 594 (0) (2014) 68 – 71. doi:[http://dx.doi.org/10.1016/j.msea.](http://dx.doi.org/10.1016/j.msea.2013.11.045)
488 2013.11.045.
489 URL <http://www.sciencedirect.com/science/article/pii/S0921509313012732>

490 [36] W. Weibull, *A Statistical Theory of the Strength of Materials*, Generalstabens litografiska anstalts förlag, 1939.

491 [37] W. Weibull, A statistical distribution function of wide applicability, *Journal of Applied Mechanics* 18 (1951)
492 293–297.

493 [38] A. Freudenthal, in: H. Liebowitz (Eds.) *Fracture vol 2* (1968) 591–619. doi:10.1016/j.engfracmech.2019.
494 03.048.

495 [39] M. Abramowitz, A. Stegun, *Handbook of Mathematical Functions*, Dover, New York, 1965.

496 [40] S. Stanzl-Tschegg, Fatigue crack growth and thresholds at ultrasonic frequencies, *International Journal of Fa-*
497 *tigue* 28 (11) (2006) 1456–1464, cited By 37. doi:10.1016/j.ijfatigue.2005.06.058.
498 URL [https://www.scopus.com/inward/record.uri?eid=2-s2.0-33746381497&doi=10.1016%2fj.](https://www.scopus.com/inward/record.uri?eid=2-s2.0-33746381497&doi=10.1016%2fj.ijfatigue.2005.06.058&partnerID=40&md5=29abbd067f1b70c37d942046e36862a7)
499 [ijfatigue.2005.06.058&partnerID=40&md5=29abbd067f1b70c37d942046e36862a7](https://www.scopus.com/inward/record.uri?eid=2-s2.0-33746381497&doi=10.1016%2fj.ijfatigue.2005.06.058&partnerID=40&md5=29abbd067f1b70c37d942046e36862a7)

500 [41] C. Santus, D. Taylor, Physically short crack propagation in metals during high cycle fatigue, *International Jour-*
501 *nal of Fatigue* 31 (8-9) (2009) 1356–1365, cited By 72. doi:10.1016/j.ijfatigue.2009.03.002.
502 URL [https://www.scopus.com/inward/record.uri?eid=2-s2.0-67349256412&doi=10.1016%2fj.](https://www.scopus.com/inward/record.uri?eid=2-s2.0-67349256412&doi=10.1016%2fj.ijfatigue.2009.03.002&partnerID=40&md5=39be9cc9f9fefd1785752fc560afd96b)
503 [ijfatigue.2009.03.002&partnerID=40&md5=39be9cc9f9fefd1785752fc560afd96b](https://www.scopus.com/inward/record.uri?eid=2-s2.0-67349256412&doi=10.1016%2fj.ijfatigue.2009.03.002&partnerID=40&md5=39be9cc9f9fefd1785752fc560afd96b)

504 [42] M. Benedetti, C. Santus, Notch fatigue and crack growth resistance of ti-6al-4v eli additively manufactured via
505 selective laser melting: A critical distance approach to defect sensitivity, *International Journal of Fatigue* 121
506 (2019) 281–292, cited By 7. doi:10.1016/j.ijfatigue.2018.12.020.
507 URL [https://www.scopus.com/inward/record.uri?eid=2-s2.0-85060342009&doi=10.1016%2fj.](https://www.scopus.com/inward/record.uri?eid=2-s2.0-85060342009&doi=10.1016%2fj.ijfatigue.2018.12.020&partnerID=40&md5=f7bedd6745c12f944f043e0990652b85)
508 [ijfatigue.2018.12.020&partnerID=40&md5=f7bedd6745c12f944f043e0990652b85](https://www.scopus.com/inward/record.uri?eid=2-s2.0-85060342009&doi=10.1016%2fj.ijfatigue.2018.12.020&partnerID=40&md5=f7bedd6745c12f944f043e0990652b85)