


## Research Article

# Experimental Analysis on Tribological Characteristics of AZ60A/Gr/BN Magnesium Composites

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In this particular instance, Taguchi methods are being used to look into how magnesium alloy (AZ60A) hybridized metal matrix composite wears. Using the stir casting method, they were made into the shape they were. Pin-on-disk tribometer instrument was used to figure out how much dry sliding wear happened on hybridized composites at different loads (30 N, 60 N, and 90 N), sliding speeds (1.045 m/s, 1.59 m/s, and 2.08 m/s), and compositions (1, 2, and 3 wt percent of each of boron nitride and graphite). We used the Taguchi strategy and the design of experiment method to look at how hybrid composites wear. The analysis of variance was used to look at the wear rate.

## 1. Introduction

Metal matrix composites have surpassed conventional alloys in areas including aerospace, automobiles, and mineral processing where high strength and stiffness are required [1]. To enhance the mechanical and tribological capabilities, hard ceramic particles or fibres that are evenly dispersed in the soft matrix phase can be added [2, 3]. Engineers may now customise the material properties to meet their specific requirements thanks to the emergence of composite materials as an important class of sophisticated materials. In terms of homogeneity, these materials differ from ordinary engineering materials [4–6]. Composites with metal particles in a matrix are most frequently made using the melt inclusion and stir casting

methods [7]. With strong specific strength and modulus, these materials can be used in many technical applications everywhere sliding contact is anticipated [8].

As a result of its desirable characteristics, including less density and high specific strength, and excellent electrical and thermal conduction, magnesium alloys have emerged as prospective materials for industry, architecture, and transportation [9–11]. AZ60A is a common magnesium alloy with good mechanical and physical qualities that can be used in many applications. This alloy is readily machinable and could be fused utilising fusion welding, and its application is commonly used on aerospace parts and other components. Depending on the expected service environment, degradation testing may be necessary after the material has been

