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very high cycle fatigue (VHCF) failure at over 10⁷ cycles. This disappearance of fatigue limits causes fatigue failures even in the gigacycle region, i.e., above 10⁹ cycles. We therefore call this phenomenon 'gigacycle fatigue'. Figures 1 and 2 show typical fatigue test results for conventional and high strength steels, respectively [1,2].

Gigacycle fatigue in high strength steels

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Ti-6Al-4V alloy is more prone to internal fracturing under tensile mean stress conditions, resulting in reduced fatigue strength. Its

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gigacycle fatigue strengths are thus below the modified Goodman line at around $R = 0$. This trend is very dangerous, since the modified Goodman line generally gives predictions with a good margin of safety.

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The Fatigue Endurance Limit: A Myth - Gear Technology

Compiles findings on gigacycle fatigue phenomena in a variety of mechanical systems, focusing on improving the reliability and performance of key engine and machine components. This work displays developed technologies for improving performance and preventing fatigue in long-life cars, aircraft engines, high-speed trains, and ships.

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The basic concept of VHCF and the ultrasonic fatigue testing system are introduced in detail in Gigacycle Fatigue in Mechanical Practice written by Professor Claude Bathias and Professor Paul C. Paris. Since the high loading frequencies, special attention must be paid to controlling the resulting damping heat,.

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