

LECTURE NOTES

ON

HYDRAULLIC MACHINE & INDUSTRIAL FLUIDPOWER (TH3)

For

5TH SEM MECHANICAL ENGG

(SCTE&VT SYLLABUS)

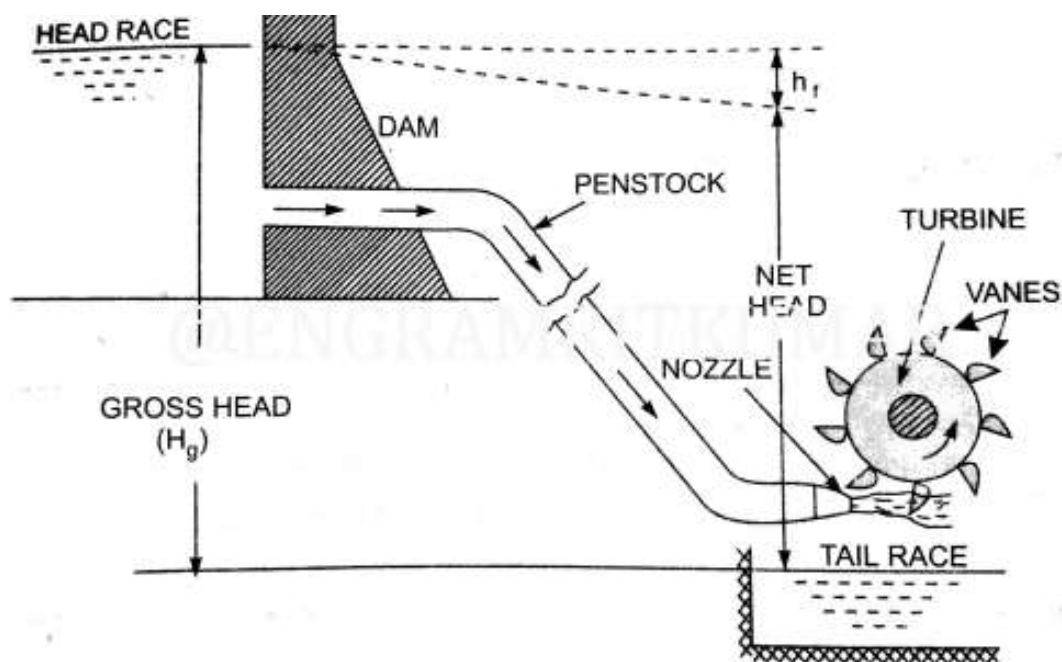
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UNIT-1

HYDRAULIC TURBINE

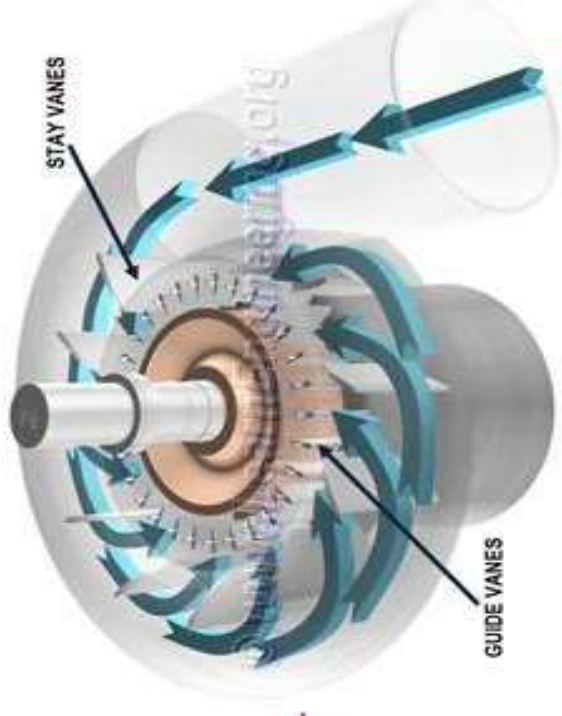
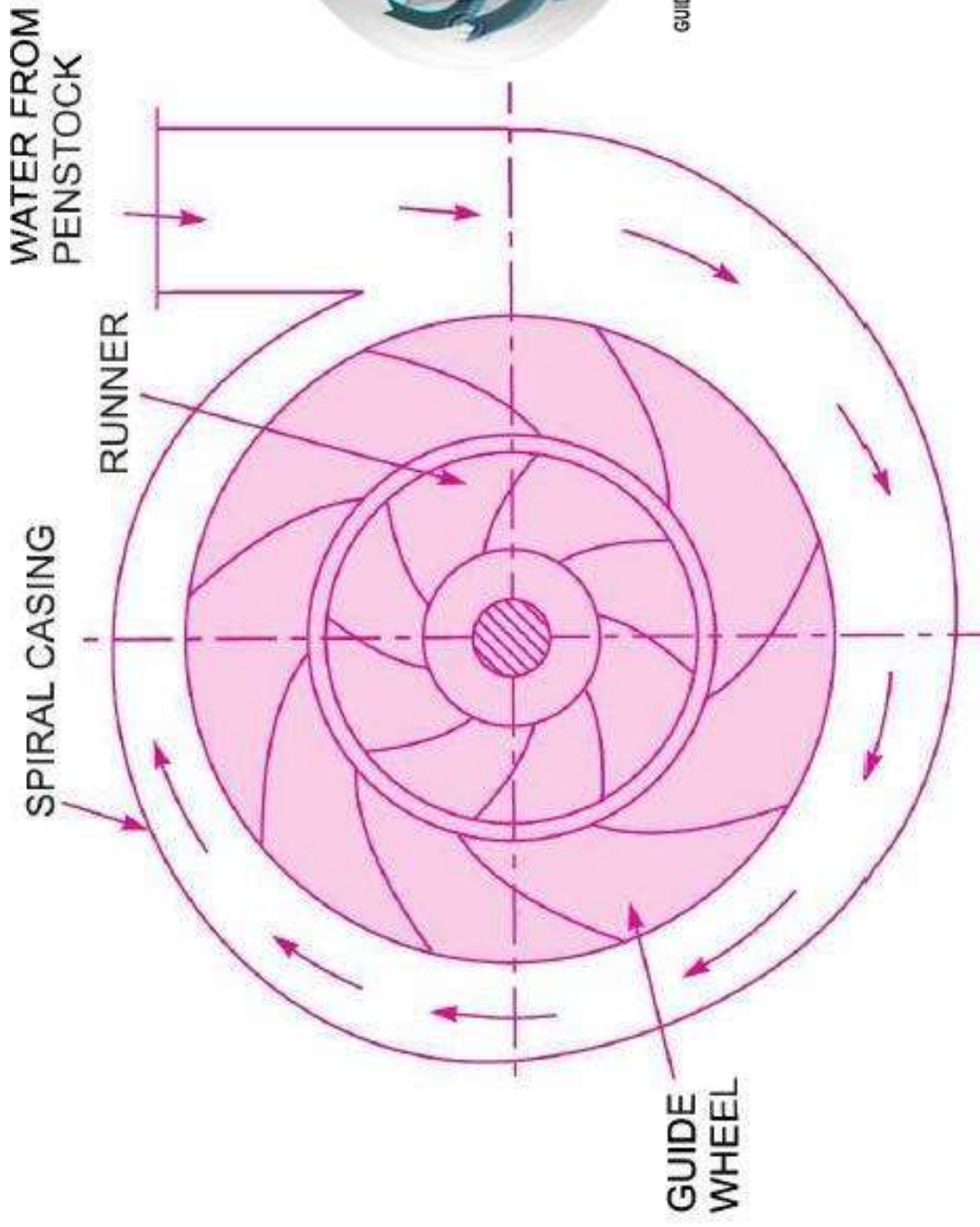
TURBINE

- Turbine are defined as those hydraulic machine which convert hydraulic energy to mechanical energy.
- This mechanical energy is used to run electric generator which directly coupled to shaft of turbine.
- Thus mechanical energy is converted into electrical energy.



Layout of a hydroelectric power plant.

RADIAL FLOW REACTION TURBINE



RADIAL FLOW REACTION TURBINE

Radial flow turbines are those turbines in which the water flows in the radial direction. The water may flow radially from outwards to inwards (*i.e.*, towards the axis of rotation) or from inwards to outwards. If the water flows from outwards to inwards through the runner, the turbine is known as inward radial flow turbine. And if the water flows from inwards to outwards, the turbine is known as outward radial flow turbine.

Reaction turbine means that the water at the inlet of the turbine possesses kinetic energy as well as pressure energy. As the water flows through the runner, a part of pressure energy goes on changing into kinetic energy. Thus the water through the runner is under pressure. The runner is completely enclosed in an air-tight casing and the runner is always full of water.

MAIN PARTS OF REACTION TURBINE

1. Casing,
2. Guide mechanism,
3. Runner, and
4. Draft-tube.

1. Casing. As mentioned above that in case of reaction turbine, casing and runner are always full of water. The water from the penstocks enters the casing which is of spiral shape in which area of cross-section of the casing goes on decreasing gradually. The casing completely surrounds the runner of the turbine. The casing as shown in Fig. 18.10 is made of spiral shape, so that the water may enter the runner at constant velocity throughout the circumference of the runner. The casing is made of concrete, cast steel or plate steel.

2. Guide Mechanism. It consists of a stationary circular wheel all round the runner of the turbine. The stationary guide vanes are fixed on the guide mechanism. The guide vanes allow the water to strike the vanes fixed on the runner without shock at inlet. Also by a suitable arrangement, the width between two adjacent vanes of guide mechanism can be altered so that the amount of water striking the runner can be varied.

3. Runner. It is a circular wheel on which a series of radial curved vanes are fixed. The surface of the vanes are made very smooth. The radial curved vanes are so shaped that the water enters and leaves the runner without shock. The runners are made of cast steel, cast iron or stainless steel. They are keyed to the shaft.

4. Draft-tube. The pressure at the exit of the runner of a reaction turbine is generally less than atmospheric pressure. The water at exit cannot be directly discharged to the tail race. A tube or pipe of gradually increasing area is used for discharging water from the exit of the turbine to the tail race. This tube of increasing area is called draft tube.

INWARD RADIAL FLOW TURBINE

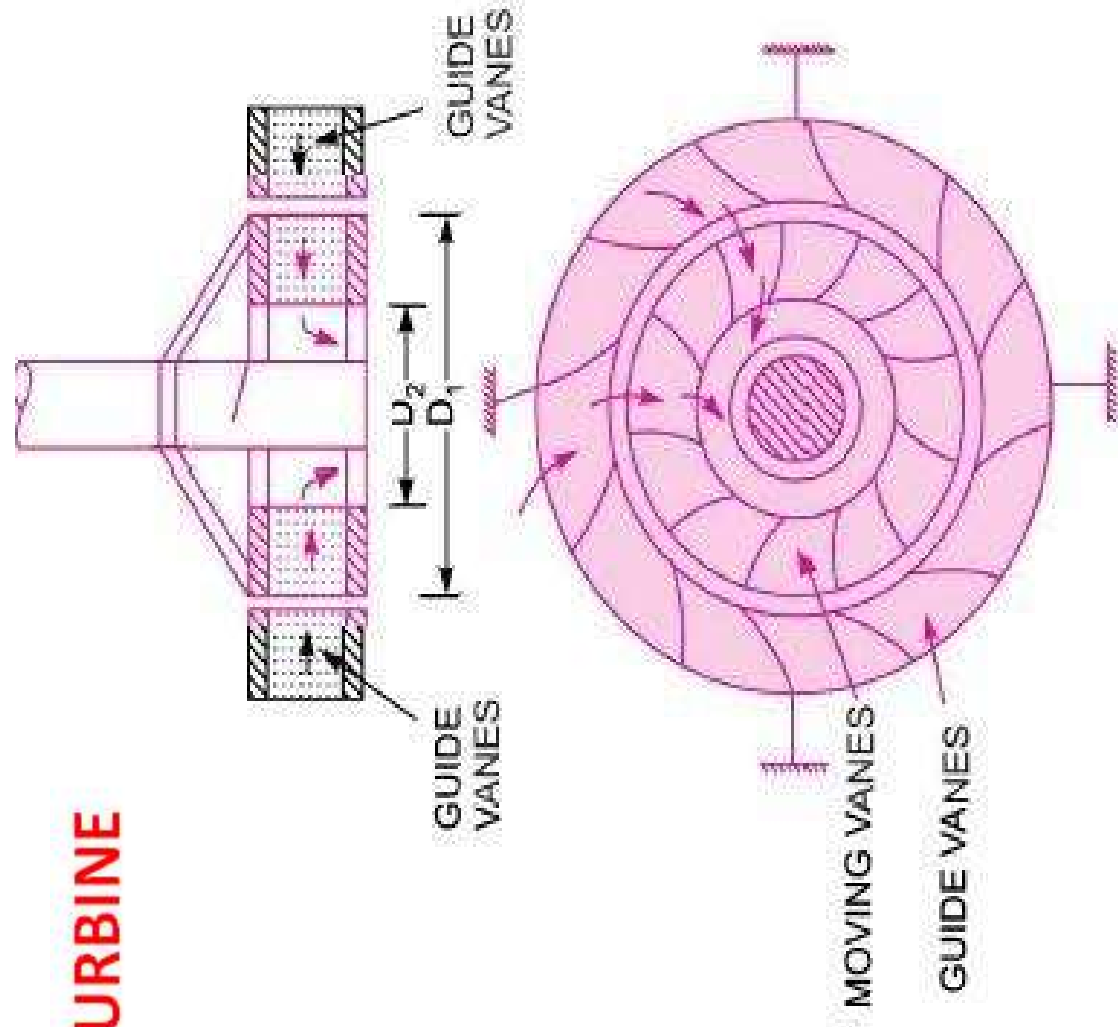
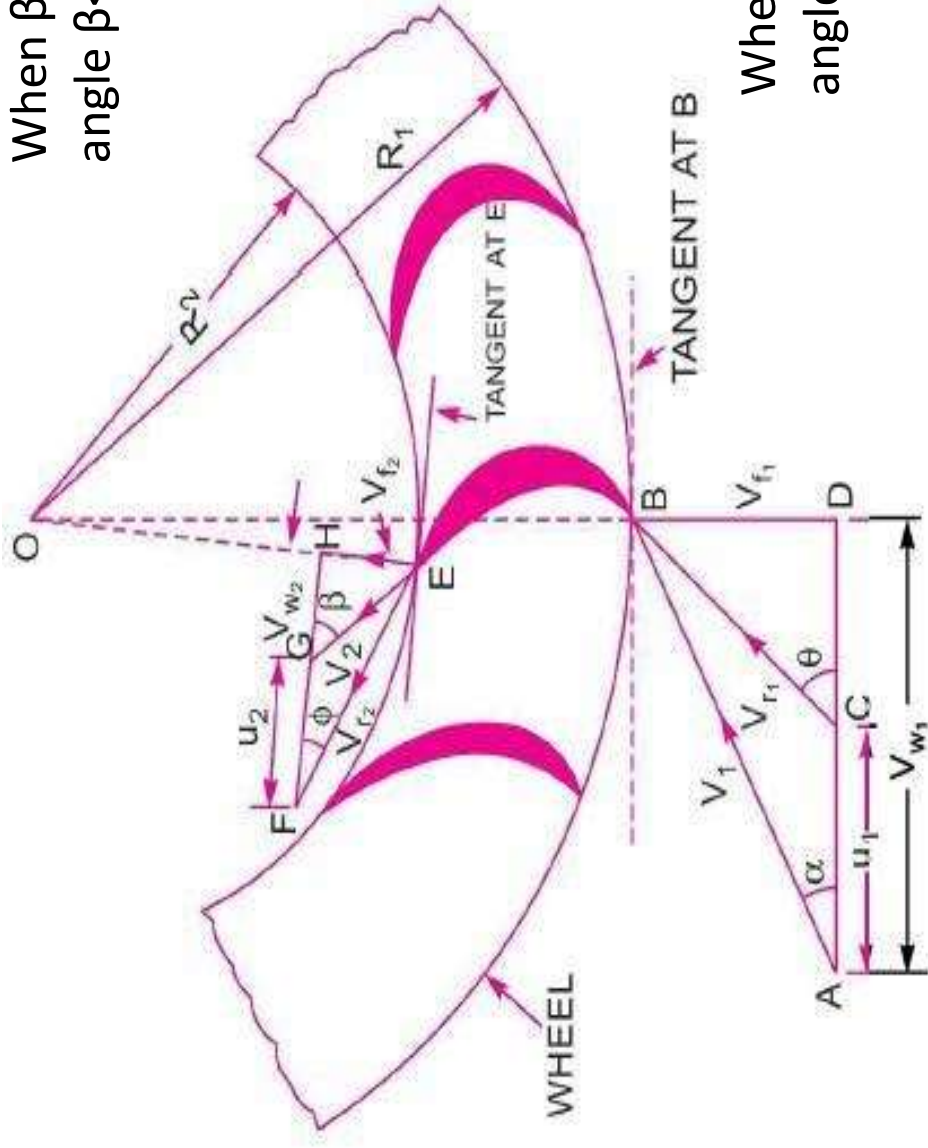


Fig. *Inward radial flow turbine.*

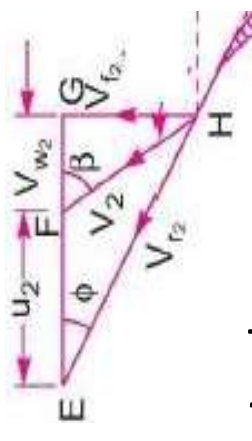
Inward Radial Flow Turbine. Fig. shows inward radial flow turbine, in which case the water from the casing enters the stationary guiding wheel. The guiding wheel consists of guide vanes which direct the water to enter the runner which consists of moving vanes. The water flows over the moving vanes in the inward radial direction and is discharged at the inner diameter of the runner. The outer diameter of the runner is the inlet and the inner diameter is the outlet.

VELOCITY TRIANGLE OF INWARD RADIAL FLOW TURBINE

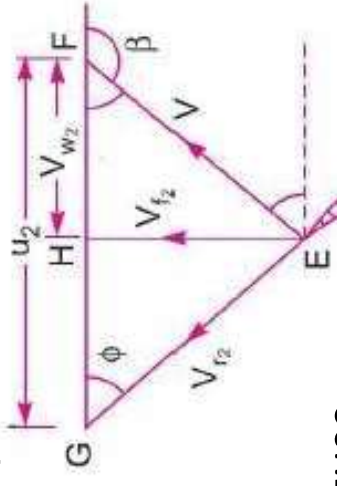
Outlet velocity triangle



When β is acute
angle $\beta < 90^\circ$



When is obtuse
angle $\beta > 90^\circ$



When is obtuse
angle $\beta = 90^\circ$

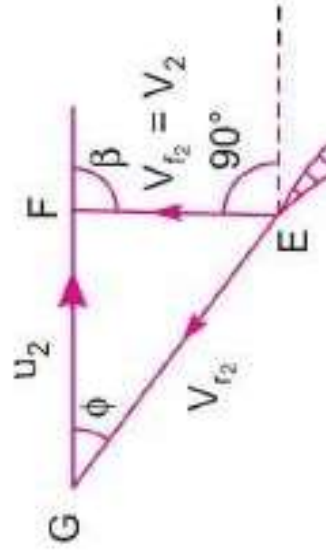


Fig. Series of radial curved vanes mounted on a wheel

Let R_1 = Radius of wheel at inlet of the vane,

R_2 = Radius of the wheel at the outlet of the vane,

ω = Angular speed of the wheel.

Then $u_1 = \omega R_1$ and $u_2 = \omega R_2$

The velocity triangles at inlet and outlet are drawn as shown in Fig.

The mass of water striking per second for a series of vanes

= Mass of water coming out from nozzle per second

= $\rho a V_1$, where a = Area of jet and V_1 = Velocity of jet.

Momentum of water striking the vanes in the tangential direction per sec at inlet

= Mass of water per second \times Component of V_1 in the tangential direction

= $\rho a V_1 \times V_{w_1}$ (\because Component of V_1 in tangential direction = $V_1 \cos \alpha = V_{w_1}$)

Similarly, momentum of water at outlet per sec

= $\rho a V_2 \times$ Component of V_2 in the tangential direction

= $\rho a V_2 \times (-V_2 \cos \beta) = -\rho a V_2 \times V_{w_2}$ ($\because V_2 \cos \beta = V_{w_2}$)

-ve sign is taken as the velocity V_2 at outlet is in opposite direction.

Now, angular momentum per second at inlet

= Momentum at inlet \times Radius at inlet

= $\rho a V_1 \times V_{w_1} \times R_1$

Angular momentum per second at outlet

= Momentum of outlet \times Radius at outlet

= $-\rho a V_2 \times V_{w_2} \times R_2$

Torque exerted by the water on the wheel,

$$\begin{aligned}
 T &= \text{Rate of change of angular momentum} \\
 &= [\text{Initial angular momentum per second} - \text{Final angular momentum per second}] \\
 &= \rho a V_1 \times V_{w_1} \times R_1 - (-\rho a V_1 \times V_{w_2} \times R_2) = \rho a V_1 [V_{w_1} \times R_1 + V_{w_2} R_2]
 \end{aligned}$$

Work done per second on the wheel

$$\begin{aligned}
 &= \text{Torque} \times \text{Angular velocity} = T \times \omega \\
 &= \rho a V_1 [V_{w_1} \times R_1 + V_{w_2} R_2] \times \omega = \rho a V_1 [V_{w_1} \times R_1 \times \omega + V_{w_2} R_2 \times \omega] \\
 &= \rho a V_1 [V_{w_1} u_1 + V_{w_2} \times u_2] \quad (\because u_1 = \omega R_1 \text{ and } u_2 = \omega R_2)
 \end{aligned}$$

If the angle β in Fig. 17.23 is an obtuse angle then work done per second will be given as

$$= \rho a V_1 [V_{w_1} u_1 - V_{w_2} u_2]$$

\therefore The general expression for the work done per second on the wheel

$$= \rho a V_1 [V_{w_1} u_1 \pm V_{w_2} u_2] \dots\dots\dots 1$$

If the discharge is radial at outlet, then $\beta = 90^\circ$ and work done becomes as

$$= \rho a V_1 [V_{w_1} u_1] \dots\dots\dots 2 \quad (\because V_{w_2} = 0)$$

The work done per second on the runner by water is given by equation

$$\begin{aligned}
 &= \rho a V_1 [V_{w_1} u_1 \pm V_{w_2} u_2] \\
 &= \rho Q [V_{w_1} u_1 \pm V_{w_2} u_2] \quad (\because aV_1 = Q) \dots
 \end{aligned}$$

The equation also represents the energy transfer per second to the runner.

where V_{w_1} = Velocity of whirl at inlet,

V_{w_2} = Velocity of whirl at outlet,

u_1 = Tangential velocity of wheel at inlet

$$= \frac{\pi D_1 \times N}{60}, \text{ where } D_1 = \text{Outer dia. of runner,}$$

u_2 = Tangential velocity of wheel at outlet

$$= \frac{\pi D_2 \times N}{60}, \text{ where } D_2 = \text{Inner dia. of runner, } N = \text{Speed of the turbine in r.p.m.}$$

The work done per second per unit weight of water per second.

$$\begin{aligned}
 &= \frac{\text{Work done per second}}{\text{Weight of water striking per second}} \\
 &= \frac{\rho Q [V_{w_1} u_1 \pm V_{w_2} u_2]}{\rho Q \times g} = \frac{1}{g} [V_{w_1} u_1 \pm V_{w_2} u_2] \dots\dots\dots 1
 \end{aligned}$$

The equation 1 represents the energy transfer per unit weight/s to the runner. This equation is known by **Euler's equation** of hydrodynamics machines. This is also known as fundamental equation of hydrodynamic machines. This equation was given by Swiss scientist L. Euler.

In equation 1, +ve sign is taken if angle β is an acute angle. If β is an obtuse angle then -ve sign is taken. If $\beta = 90^\circ$, then $V_{w_2} = 0$ and work done per second per unit weight of water striking/s become as

$$= \frac{1}{g} V_{w_1} u_1 \dots\dots\dots 2$$

Hydraulic efficiency is obtained from equation (18.2) as

$$\eta_h = \frac{\text{R.P.}}{\text{W.P.}} = \frac{\frac{W}{1000g} [V_{w_1} u_1 \pm V_{w_2} u_2]}{W \times H} = \frac{(V_{w_1} u_1 \pm V_{w_2} u_2)}{gH} \dots\dots\dots 3$$

where R.P. = Runner power *i.e.*, power delivered by water to the runner
W.P. = Water power

If the discharge is radial at outlet, then $V_{w_2} = 0$

$$\eta_h = \frac{V_{w_1} u_1}{gH} \dots\dots\dots 4$$

Definitions. The following terms are generally used in case of reaction radial flow turbines which are defined as :

(i) **Speed Ratio.** The speed ratio is defined as $= \frac{u_1}{\sqrt{2gH}}$

where u_1 = Tangential velocity of wheel at inlet.

(ii) **Flow Ratio.** The ratio of the velocity of flow at inlet (V_{f_1}) to the velocity given $\sqrt{2gH}$ is known as flow ratio or it is given as

$$= \frac{V_{f_1}}{\sqrt{2gH}}, \text{ where } H = \text{Head on turbine}$$

(iii) **Discharge of the Turbine.** The discharge through a reaction radial flow turbine is given by

$$Q = \pi D_1 B_1 \times V_{f_1} = \pi D_2 \times B_2 \times V_{f_2}$$

where D_1 = Diameter of runner at inlet,

B_1 = Width of runner at inlet,

V_{f_1} = Velocity of flow at inlet, and

D_2, B_2, V_{f_2} = Corresponding values at outlet.

If the thickness of vanes are taken into consideration, then the area through which flow takes place is given by $(\pi D_1 - n \times t)$

where n = Number of vanes on runner and t = Thickness of each vane

The discharge Q , then is given by $Q = (\pi D_1 - n \times t) B_1 \times V_{f_1}$

(iv) The head (H) on the turbine is given by $H = \frac{p_1}{\rho \times g} + \frac{V_1^2}{2g}$

where p_1 = Pressure at inlet.

(v) **Radial Discharge.** This means the angle made by absolute velocity with the tangent on the wheel is 90° and the component of the whirl velocity is zero. Radial discharge at outlet means $\beta = 90^\circ$ and $V_{w_2} = 0$, while radial discharge at outlet means $\alpha = 90^\circ$ and $V_{w_1} = 0$.

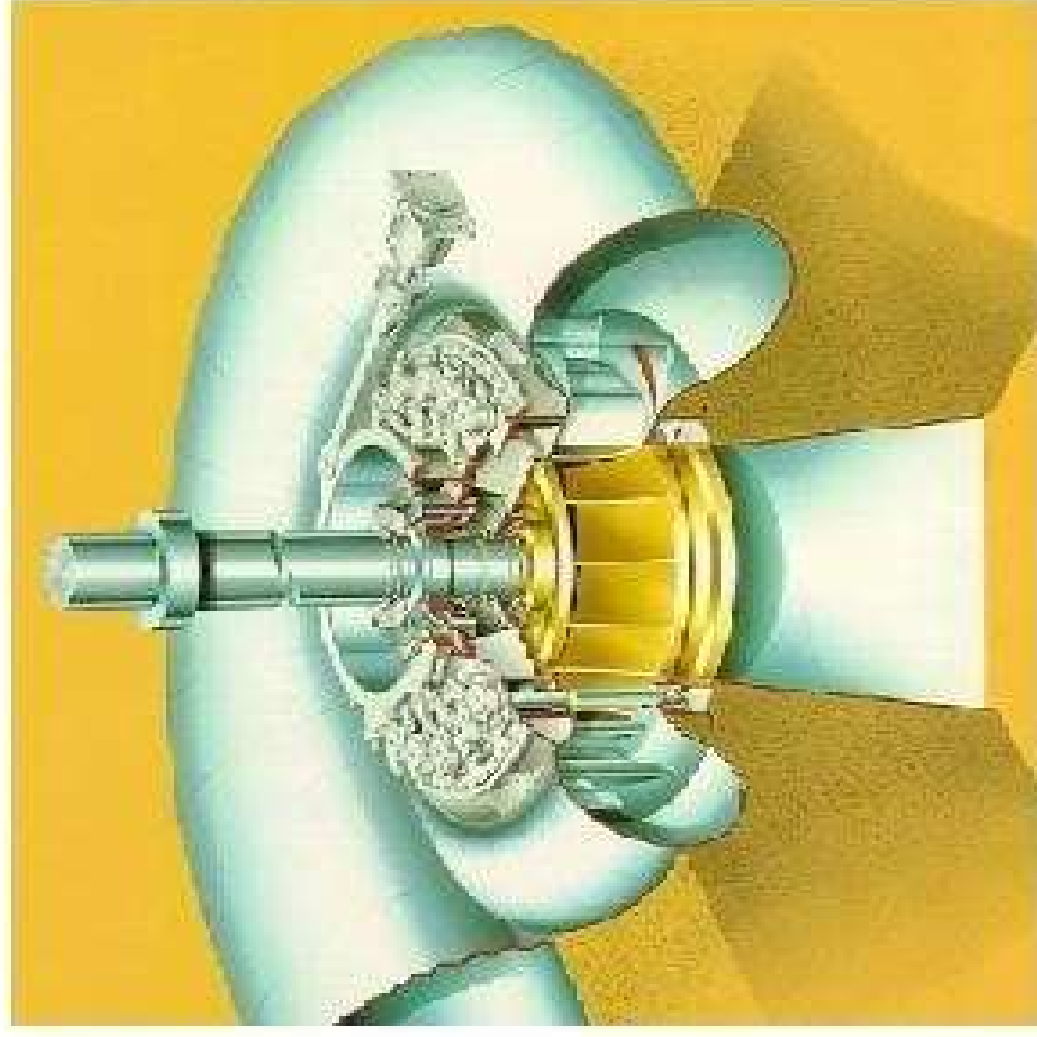
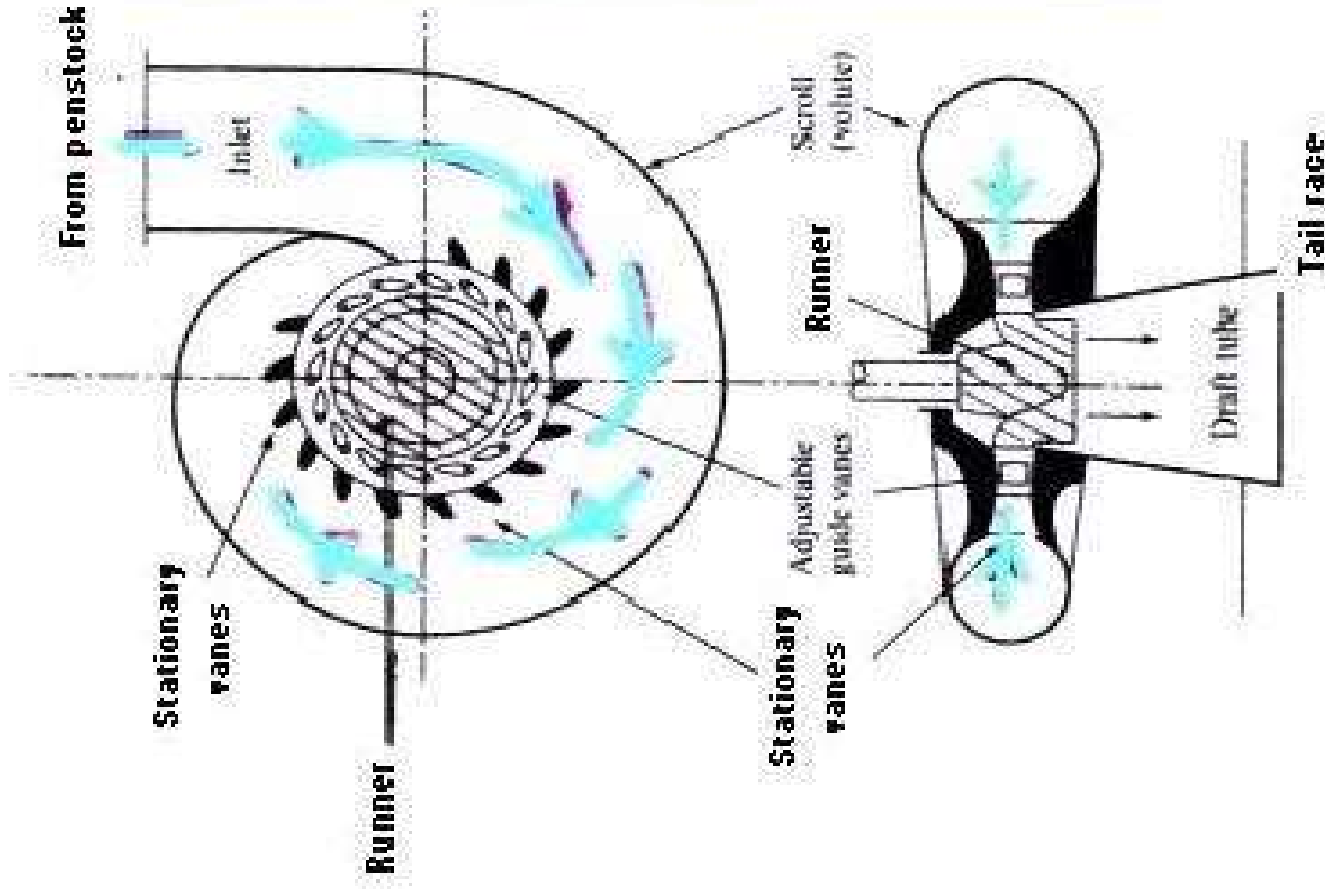
(vi) If there is no loss of energy when water flows through the vanes then we have

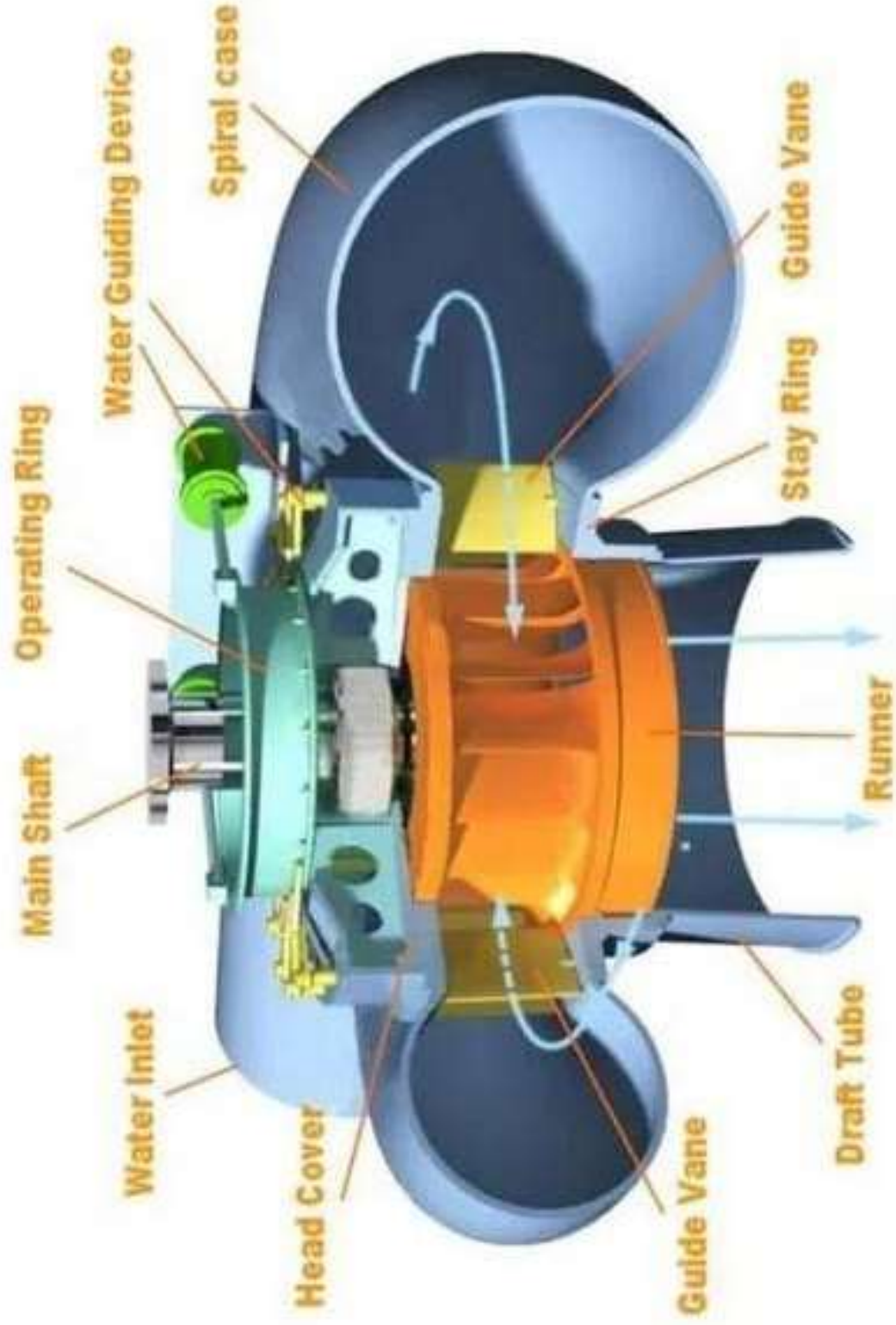
$$H = \frac{V_2^2}{2g} = \frac{1}{g} [V_{w_1} u_1 \pm V_{w_2} u_2].$$

Francis turbine

- ❑ As name suggest, this is a type of reaction turbine which is developed by an American engineer, Sir J.B. Francis.
- ❑ Francis turbine is basically an inward flow reaction turbine with radial discharge at its outlet.
- ❑ In modern Francis turbine, the water will enter the runner of the turbine in the radial direction at outlet and will leave in the axial direction at the inlet of the runner. Therefore, the modern Francis turbine will be termed as mixed flow turbine.

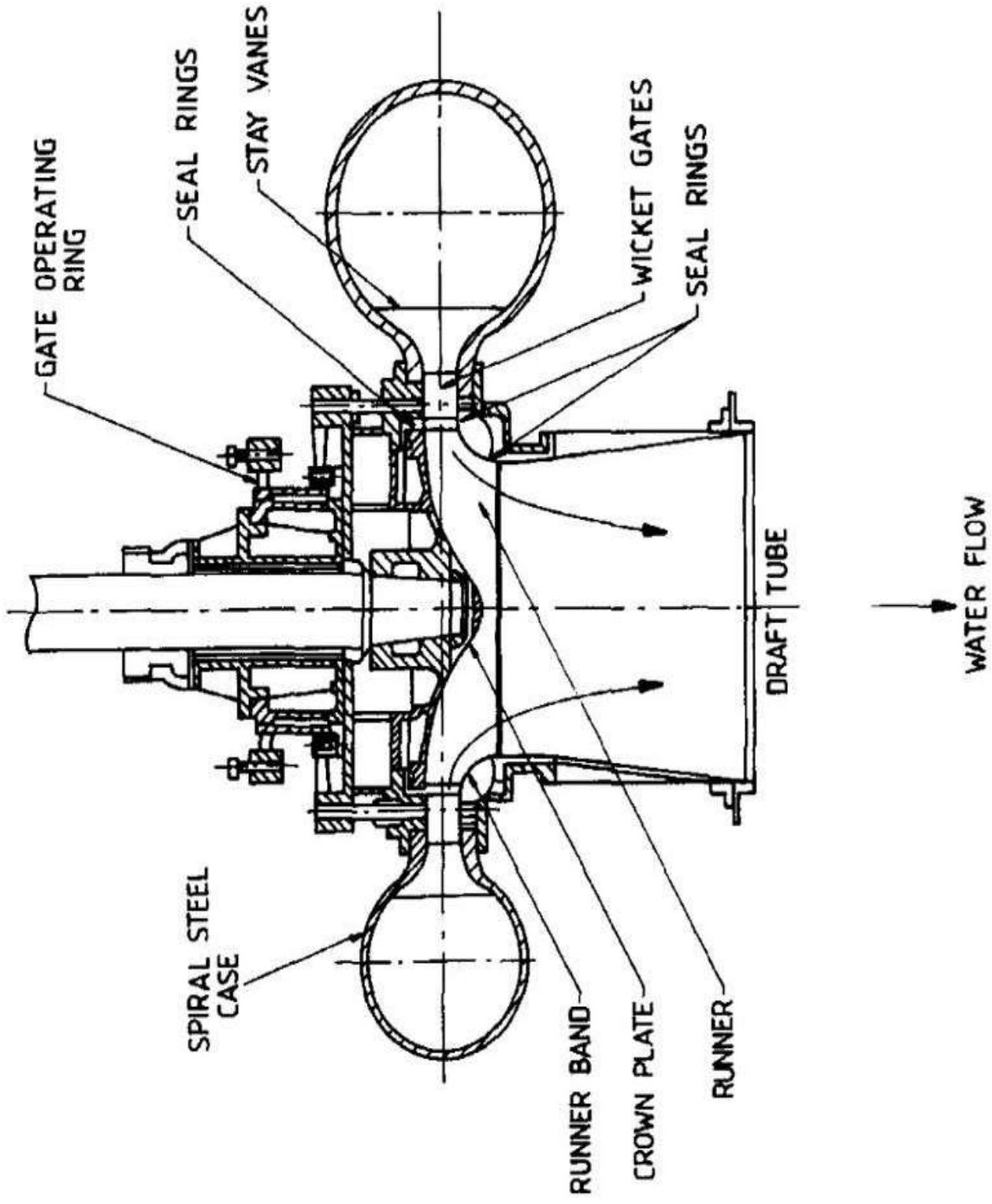
Francis turbine





Francis Turbine

Francis turbine





Francis turbine



Francis turbine



PARTS OF FRANCIS TURBINE

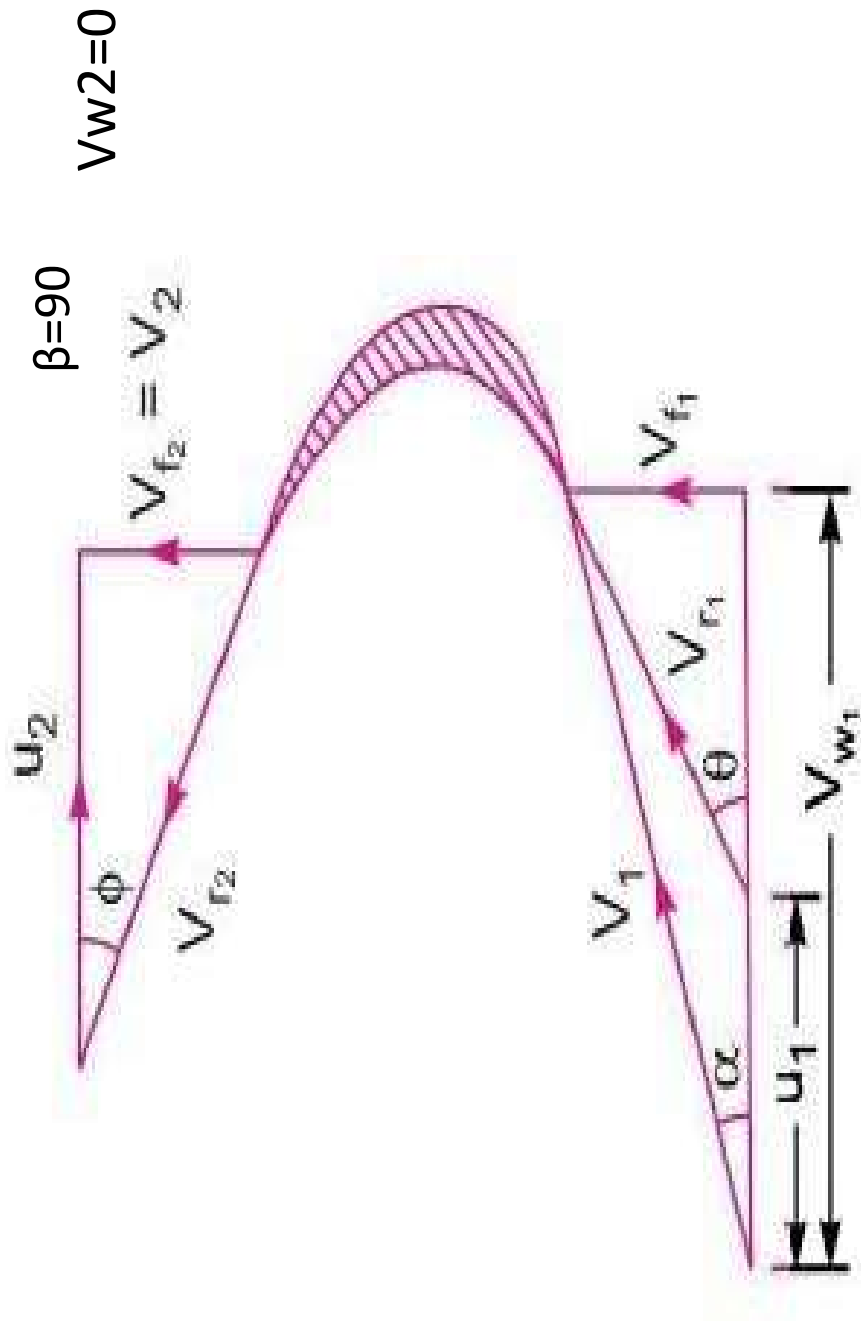
Spiral casing: The spiral casing around the runner of the turbine is known as the volute casing or scroll case. Throughout its length, it has numerous openings at regular intervals to allow the working fluid to impinge on the blades of the runner. These openings convert the pressure energy of the fluid into kinetic energy just before the fluid impinges on the blades. This maintains a constant velocity despite the fact that numerous openings have been provided for the fluid to enter the blades, as the cross-sectional area of this casing decreases uniformly along the circumference.

Guide and stay vanes: The primary function of the guide and stay vanes is to convert the pressure energy of the fluid into kinetic energy. It also serves to direct the flow at design angles to the runner blades.

Runner blades: Runner blades are the heart of any turbine. These are the centers where the fluid strikes and the tangential force of the impact causes the shaft of the turbine to rotate, producing torque. Close attention to design of blade angles at inlet and outlet is necessary, as these are major parameters affecting power production.

Draft tube: The draft tube is a conduit that connects the runner exit to the tail race where the water is discharged from the turbine. Its primary function is to reduce the velocity of discharged water to minimize the loss of kinetic energy at the outlet. This permits the turbine to be set above the tail water without appreciable drop of available head.

VELOCITY TRIANGLE AND WORKDONE OF FRANCIS TURBINE



Velocity triangle of francis turbine

The velocity triangle at inlet and outlet of the Francis turbine are drawn in the same way as in case of inward flow reaction turbine. As in case of Francis turbine, the discharge is radial at outlet, the velocity of whirl at outlet (*i.e.*, V_{w_2}) will be zero. Hence the work done by water on the runner per second will be

$$= \rho Q [V_{w_1} u_1]$$

And work done per second per unit weight of water striking/s = $\frac{1}{g} [V_{w_1} u_1]$

Hydraulic efficiency will be given by, $\eta_h = \frac{V_{w_1} u_1}{gH}$.

Important Relations for Francis Turbines. The following are the important relations for Francis Turbines :

1. The ratio of width of the wheel to its diameter is given as $n = \frac{B_1}{D_1}$. The value of n varies from 0.10 to .40.

2. The flow ratio is given as,

Flow ratio = $\frac{V_{f_1}}{\sqrt{2gH}}$ and varies from 0.15 to 0.30.

3. The speed ratio = $\frac{u_1}{\sqrt{2gH}}$ varies from 0.6 to 0.9.

PROBLEM 1 A Francis turbine with an overall efficiency of 75% is required to produce 148.25 kW power. It is working under a head of 7.62 m. The peripheral velocity = $0.26 \sqrt{2gH}$ and the radial velocity of flow at inlet is $0.96 \sqrt{2gH}$. The wheel runs at 150 r.p.m. and the hydraulic losses in the turbine are 22% of the available energy. Assuming radial discharge, determine :

(i) The guide blade angle, (ii) The wheel vane angle at inlet,
 (iii) Diameter of the wheel at inlet, and (iv) Width of the wheel at inlet.

Solution. Given :

Overall efficiency $\eta_o = 75\% = 0.75$

Power produced, S.P. = 148.25 kW

Head, $H = 7.62$ m

Peripheral velocity, $u_1 = 0.26 \sqrt{2gH} = 0.26 \times \sqrt{2 \times 9.81 \times 7.62} = 3.179$ m/s

Velocity of flow at inlet, $V_{f_1} = 0.96 \sqrt{2gH} = 0.96 \times \sqrt{2 \times 9.81 \times 7.62} = 11.738$ m/s.

Speed, $N = 150$ r.p.m.

Hydraulic losses = 22% of available energy

Discharge at outlet = Radial

$V_{w_2} = 0$ and $V_{f_2} = V_2$

Hydraulic efficiency is given as

$$\eta_h = \frac{\text{Total head at inlet} - \text{Hydraulic loss}}{\text{Head at inlet}} = \frac{H - 0.22H}{H} = \frac{0.78H}{H} = 0.78$$

$$\eta_h = \frac{V_{w_1} u_1}{gH}$$

But

$$\frac{V_{w_1} u_1}{gH} = 0.78$$

\therefore

$$V_{w_1} = \frac{0.78 \times g \times H}{u_1}$$

\therefore

$$= \frac{0.78 \times 9.81 \times 7.62}{3.179} = 18.34 \text{ m/s.}$$

(i) The guide blade angle, i.e., α . From inlet velocity triangle,

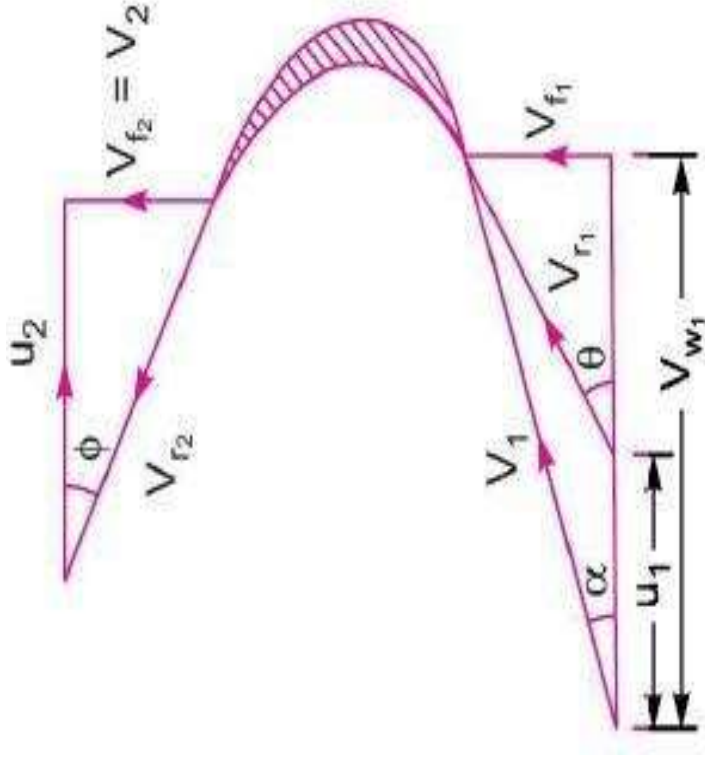
$$\tan \alpha = \frac{V_{f_1}}{V_{w_1}} = \frac{11.738}{18.34} = 0.64$$

$\therefore \alpha = \tan^{-1} 0.64 = 32.619^\circ$ or $32^\circ 37'$. Ans.

(ii) The wheel vane angle at inlet, i.e., θ

$$\tan \theta = \frac{V_{f_1}}{V_{w_1} - u_1} = \frac{11.738}{18.34 - 3.179} = 0.774$$

$\therefore \theta = \tan^{-1} .774 = 37.74$ or $37^\circ 44.4'$. Ans.



(iii) Diameter of wheel at inlet (D_1).

Using the relation,
$$u_1 = \frac{\pi D_1 N}{60}$$

$$D_1 = \frac{60 \times u_1}{\pi \times N} = \frac{60 \times 3.179}{\pi \times 50} = \mathbf{0.4047 \text{ m. Ans.}}$$

(iv) Width of the wheel at inlet (B_1)

$$\eta_o = \frac{\text{S.P.}}{\text{W.P.}} = \frac{148.25}{\text{W.P.}}$$

$$\text{W.P.} = \frac{WH}{1000} = \frac{\rho \times g \times Q \times H}{1000} = \frac{1000 \times 9.81 \times Q \times 7.62}{1000}$$

But

$$\eta_o = \frac{148.25}{\frac{1000 \times 9.81 \times Q \times 7.62}{1000}} = \frac{148.25 \times 1000}{1000 \times 9.81 \times Q \times 7.62}$$

\therefore

$$Q = \frac{148.25 \times 1000}{1000 \times 9.81 \times 7.62 \times \eta_o} = \frac{148.25 \times 1000}{1000 \times 9.81 \times 7.62 \times 0.75} = \mathbf{2.644 \text{ m}^3/\text{s}}$$

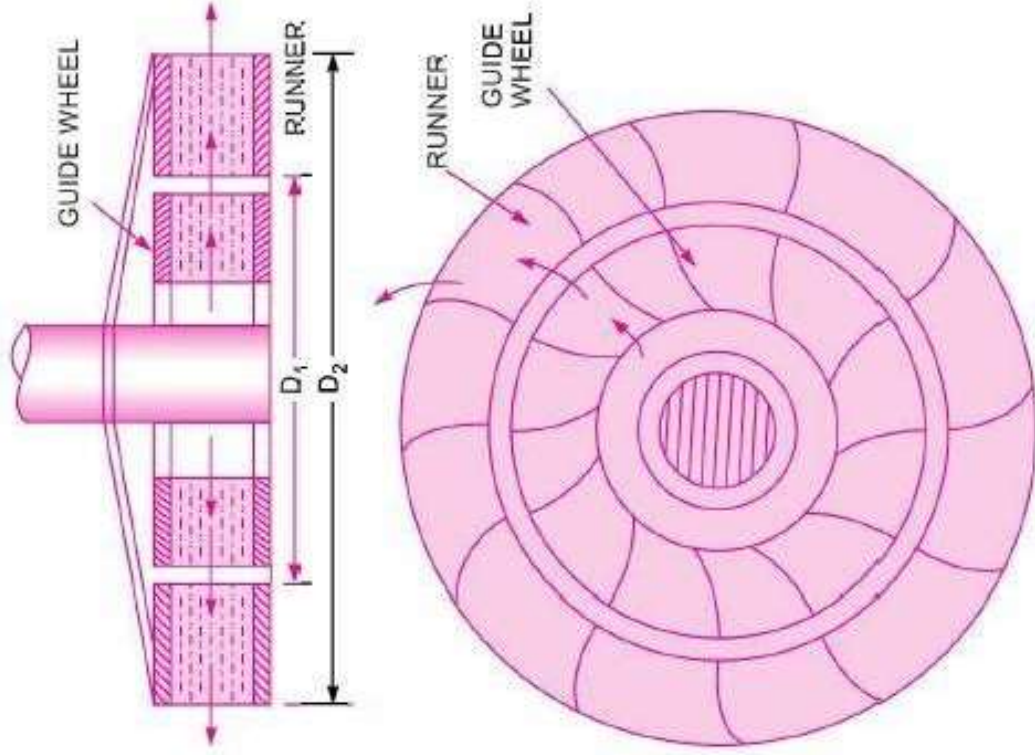
or

$$Q = \pi D_1 \times B_1 \times V_{f1}$$

$$2.644 = \pi \times .4047 \times B_1 \times 11.738$$

$$B_1 = \frac{2.644}{\pi \times .4047 \times 11.738} = \mathbf{0.177 \text{ m. Ans.}}$$

OUTWARD FLOW REACTION TURBINE

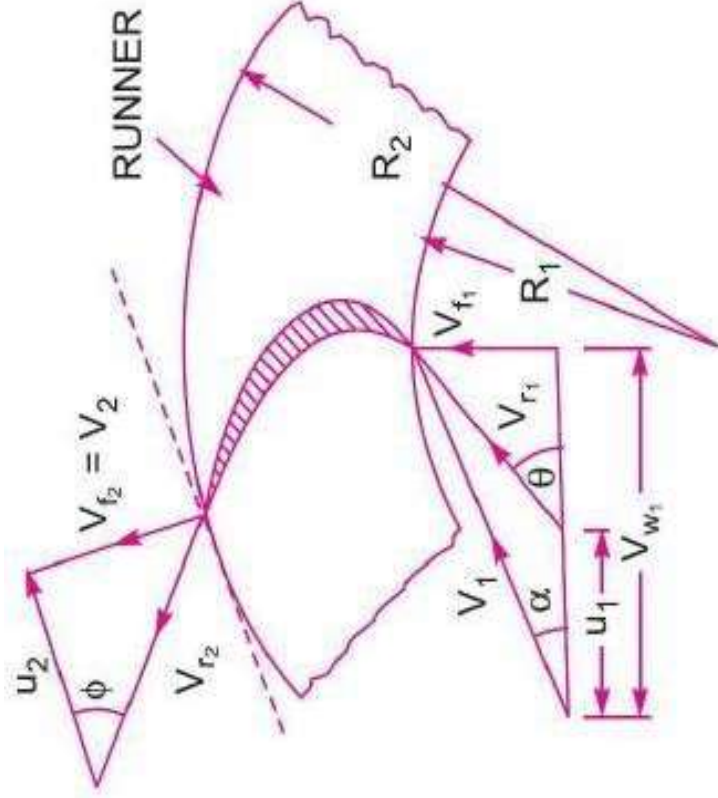


Outward Radial Flow Reaction Turbine. Fig. . . . shows outward radial flow reaction turbine in which the water from casing enters the stationary guide wheel. The guide wheel consists of guide

vanes which direct water to enter the runner which is around the stationary guide wheel. The water flows through the vanes of the runner in the outward radial direction and is discharged at the outer diameter of the runner. The inner diameter of the runner is inlet and outer diameter is the outlet.

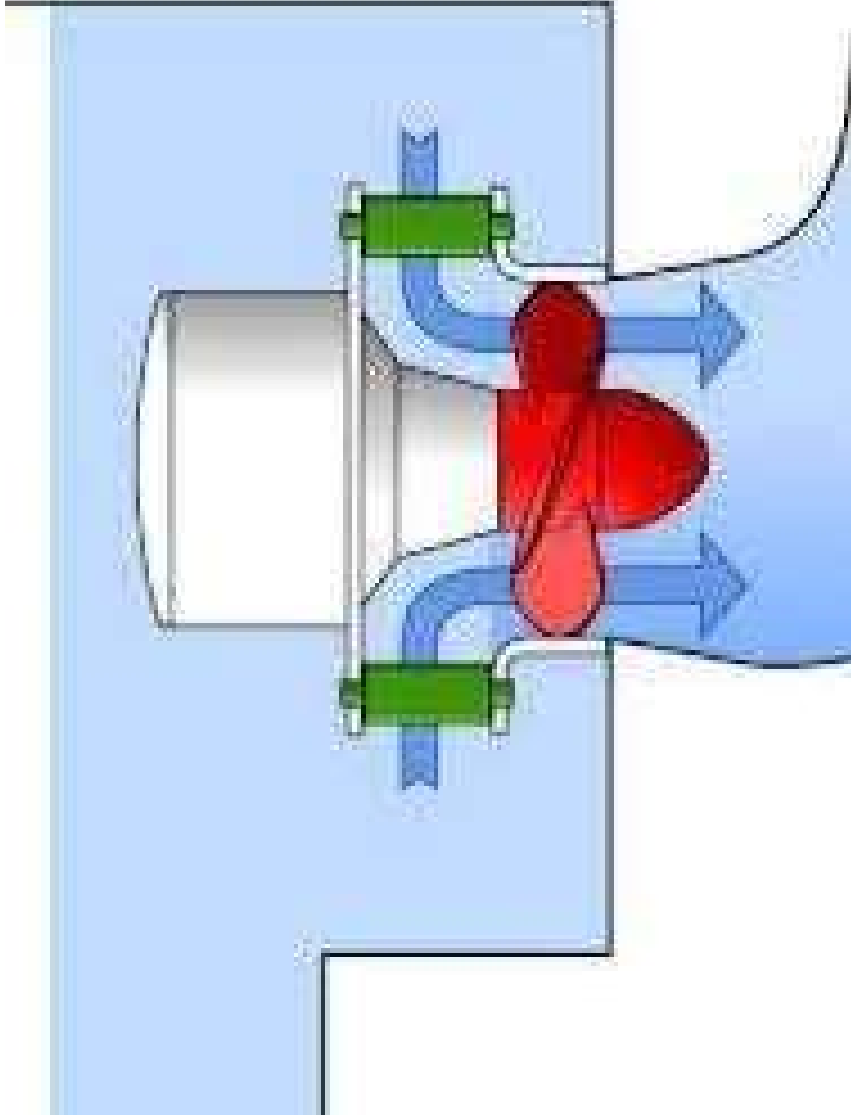
The velocity triangles at inlet and outlet will be drawn by the same procedure as adopted for inward flow turbine. The work done by the water on the runner per second, the horse power developed and hydraulic efficiency will be obtained from the velocity triangles. In this case as inlet of the runner is at the inner diameter of the runner, the tangential velocity at inlet will be less than that of at outlet, *i.e.*,

$$u_1 < u_2 \text{ as } D_1 < D_2.$$



**AXIAL FLOW
TURBINE
(KAPLAN TURBINE)**

AXIAL FLOW TURBINE



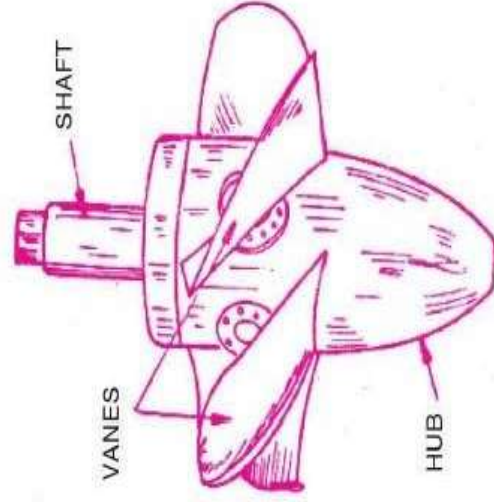
KAPLAN TURBINE

If the water flows parallel to the axis of the rotation of the shaft, the turbine is known as axial flow turbine. And if the head at the inlet of the turbine is the sum of pressure energy and kinetic energy and during the flow of water through runner a part of pressure energy is converted into kinetic energy, the turbine is known as reaction turbine.

For the axial flow reaction turbine, the shaft of the turbine is vertical. The lower end of the shaft is made larger which is known as 'hub' or 'boss'. The vanes are fixed on the hub and hence hub acts as a runner for axial flow reaction turbine. The following are the important type of axial flow reaction turbines :

1. Propeller Turbine, and

2. Kaplan Turbine.



Kaplan turbine runner.

When the vanes are fixed to the hub and they are not adjustable, the turbine is known as propeller turbine. But if the vanes on the hub are adjustable, the turbine is known as a *Kaplan Turbine*, after the name of V Kaplan, an Austrian Engineer. This turbine is suitable where a large quantity of water at low head is available. Fig. shows the runner of a Kaplan turbine, which consists of a hub fixed to the shaft. On the hub, the adjustable vanes are fixed as shown in Fig.

Main parts of Kaplan turbine

1. Scroll casing,
2. Guide vanes mechanism,
3. Hub with vanes or runner of the turbine, and
4. Draft tube.

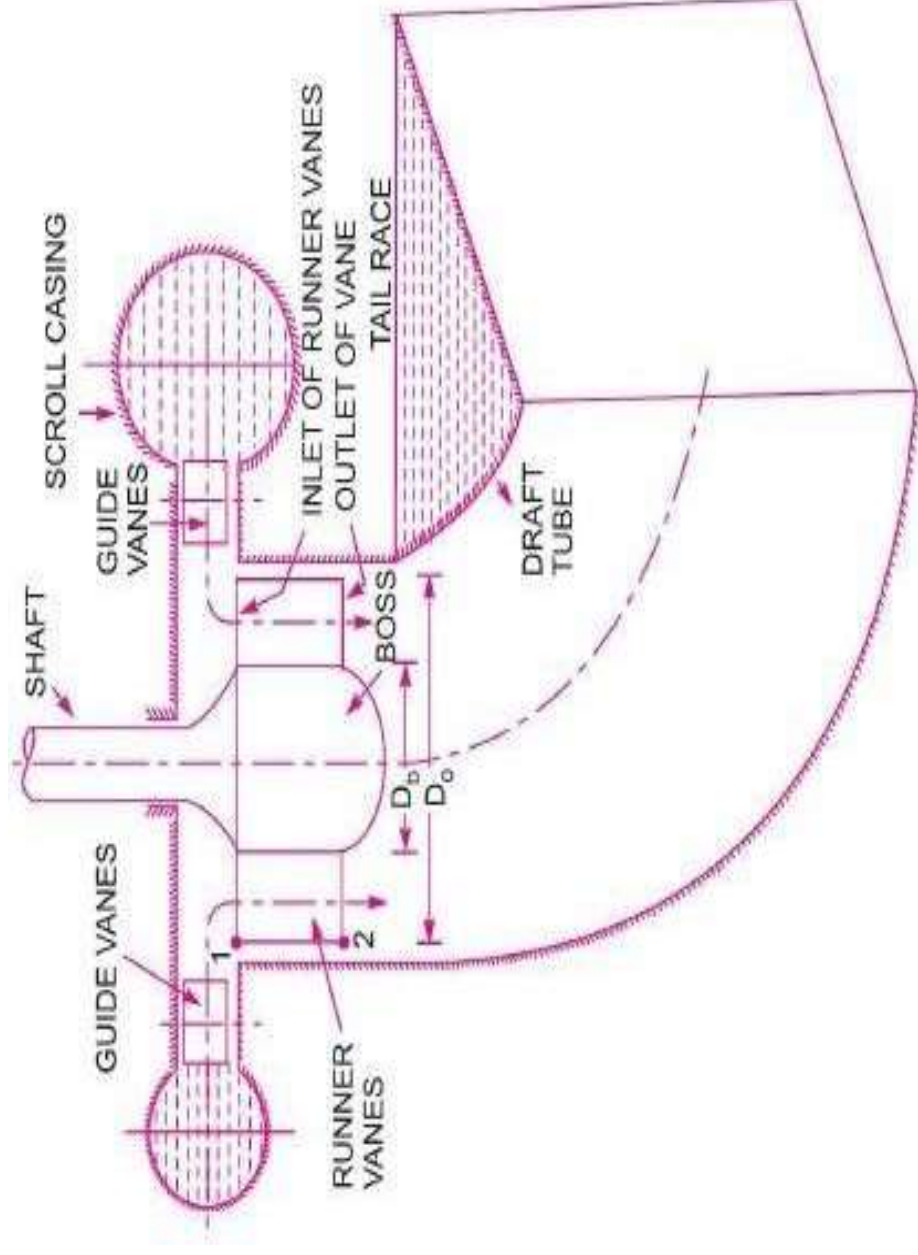


Fig. . . . shows all main parts of a Kaplan turbine. The water from penstock enters the scroll casing and then moves to the guide vanes. From the guide vanes, the water turns through 90° and flows axially through the runner as shown in Fig. . . . The discharge through the runner is obtained as

$$Q = \frac{\pi}{4}(D_o^2 - D_b^2) \times V_{f_1}$$

where D_o = Outer diameter of the runner,

D_b = Diameter of hub, and

V_{f_1} = Velocity of flow at inlet.

Some Important Point for Propeller (Kaplan Turbine). The following are the important points for propeller or Kaplan turbine :

1. The peripheral velocity at inlet and outlet are equal

$$\therefore u_1 = u_2 = \frac{\pi D_o N}{60}, \text{ where } D_o = \text{Outer dia. of runner}$$

2. Velocity of flow at inlet and outlet are equal

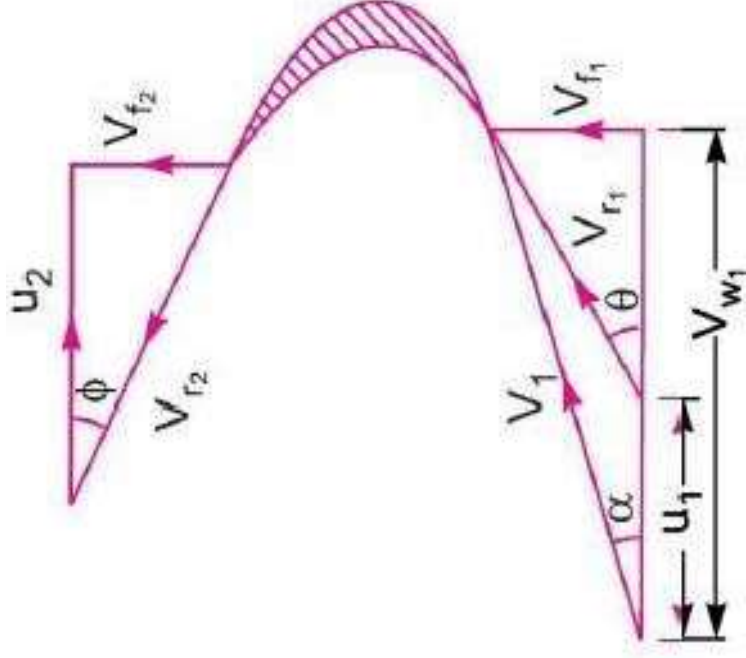
$$\therefore V_{f_1} = V_{f_2}.$$

3. Area of flow at inlet = Area of flow at outlet

$$= \frac{\pi}{4}(D_o^2 - D_b^2).$$

VELOCITY TRIANGLE OF KAPLAN TURBINE

The inlet and outlet velocity triangles are drawn at the extreme edge of the runner vane corresponding to the points 1 and 2 as shown in Fig.



DRAFT TUBE

The draft-tube is a pipe of gradually increasing area which connects the outlet of the runner to the tail race. It is used for discharging water from the exit of the turbine to the tail race. This pipe of gradually increasing area is called a draft-tube. One end of the draft-tube is connected to the outlet of the runner while the other end is sub-merged below the level of water in the tail race. The draft-tube, in addition to serve a passage for water discharge, has the following two purposes also :

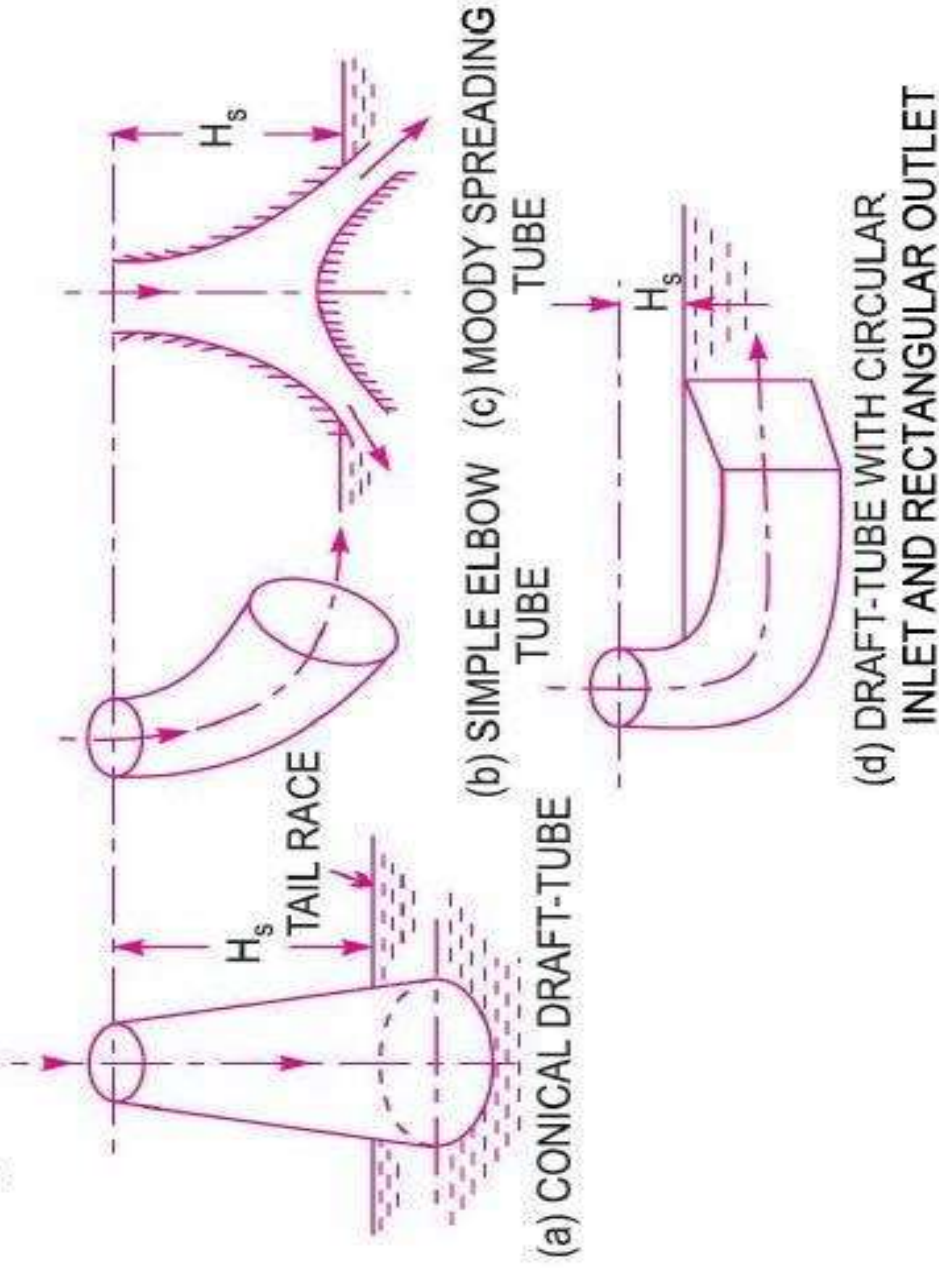
1. It permits a negative head to be established at the outlet of the runner and thereby increase the net head on the turbine. The turbine may be placed above the tail race without any loss of net head and hence turbine may be inspected properly.

2. It converts a large proportion of the kinetic energy ($V_2^2/2g$) rejected at the outlet of the turbine into useful pressure energy. Without the draft tube, the kinetic energy rejected at the outlet of the turbine will go waste to the tail race.

Hence by using draft-tube, the net head on the turbine increases. The turbine develops more power and also the efficiency of the turbine increases.

If a reaction turbine is not fitted with a draft-tube, the pressure at the outlet of the runner will be equal to atmospheric pressure. The water from the outlet of the runner will discharge freely into the tail race. The net head on the turbine will be less than that of a reaction turbine fitted with a draft-tube.

1. Conical draft-tubes,
2. Simple elbow tubes,
3. Moody spreading tubes, and
4. Elbow draft-tubes with circular inlet and rectangular outlet.



SOME POSSIBLE QUESTION AND ANSWER

1. Define Turbine

- Turbine are defined as those hydraulic machine which convert hydraulic energy to mechanical energy.
- This mechanical energy is used to run electric generator which directly coupled to shaft of turbine.
- Thus mechanical energy is converted into electrical energy.

2. Define Francis turbine

- As name suggest, this is a type of reaction turbine which is developed by an American engineer, Sir J.B. Francis.
- Francis turbine is basically an inward flow reaction turbine with radial discharge at its outlet.
- In modern Francis turbine, the water will enter the runner of the turbine in the radial direction at outlet and will leave in the axial direction at the inlet of the runner. Therefore, the modern Francis turbine will be termed as mixed flow turbine.

3. What is the function of draft tube

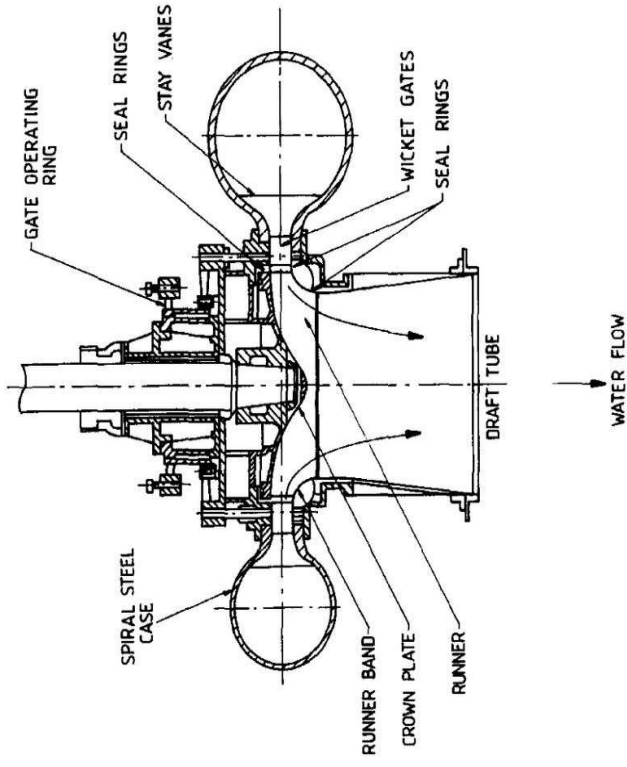
The draft tube is a conduit that connects the runner exit to the tail race where the water is discharged from the turbine. Its primary function is to reduce the velocity of discharged water to minimize the loss of kinetic energy at the outlet. This permits the turbine to be set above the tailwater without appreciable drop of available head.

4. Write different Parts of Francis turbine with sketch

Spiral casing: The spiral casing around the runner of the turbine is known as the volute casing or scroll case. Throughout its length, it has numerous openings at regular intervals to allow the working fluid to impinge on the blades of the runner. These openings convert the pressure energy of the fluid into kinetic energy just before the fluid impinges on the blades. This maintains a constant velocity despite the fact that numerous openings have been provided for the fluid to enter the blades, as the cross-sectional area of this casing decreases uniformly along the circumference.

Guide and stay vanes: The primary function of the guide and stay vanes is to convert the pressure energy of the fluid into kinetic energy. It also serves to direct the flow at design angles to the runner blades.

Runner blades are the heart of any turbine. These are the centers where the fluid strikes and the tangential force of the impact causes the shaft of the turbine to rotate, producing torque. Close attention to design of blade angles at inlet and outlet is necessary, as these are major parameters affecting power production.



Draft tube: The draft tube is a conduit that connects the runner exit to the tail race where the water is discharged from the turbine. Its primary function is to reduce the velocity of discharged water to minimize the loss of kinetic energy at the outlet. This permits the turbine to be set above the tailwater without appreciable drop of available head.

PROBLEM 1 A Francis turbine with an overall efficiency of 75% is required to produce 148.25 kW power. It is working under a head of 7.62 m. The peripheral velocity = $0.26 \sqrt{2gH}$ and the radial velocity of flow at inlet is $0.96 \sqrt{2gH}$. The wheel runs at 150 r.p.m. and the hydraulic losses in the turbine are 22% of the available energy. Assuming radial discharge, determine :

- (i) The guide blade angle,
- (ii) The wheel vane angle at inlet,
- (iii) Diameter of the wheel at inlet, and
- (iv) Width of the wheel at inlet.

LECTURE NOTES

ON

HYDRAULLIC MACHINE & INDUSTRIAL FLUIDPOWER (TH3)

For

5TH SEM MECHANICAL ENGG

(SCTE&VT SYLLABUS)



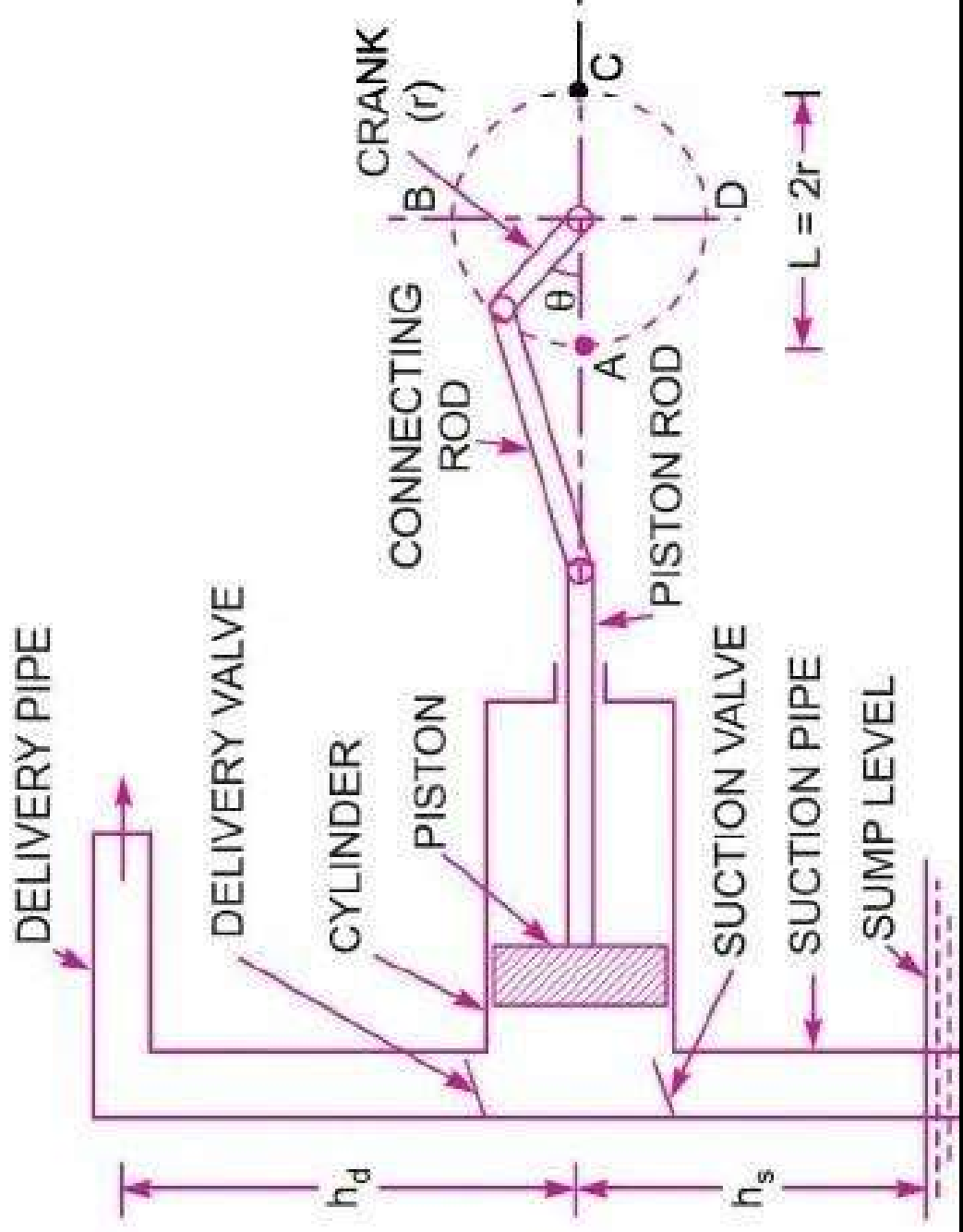
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INTRODUCTION

In the last chapter, we have defined the pumps as the hydraulic machines which convert the mechanical energy into hydraulic energy which is mainly in the form of pressure energy. If the mechanical energy is converted into hydraulic energy, by means of centrifugal force acting on the liquid, the pump is known as centrifugal pump. But if the mechanical energy is converted into hydraulic energy (or pressure energy) by sucking the liquid into a cylinder in which a piston is reciprocating (moving backwards and forwards), which exerts the thrust on the liquid and increases its hydraulic energy (pressure energy), the pump is known as reciprocating pump.

MAIN PARTS OF RECIPROCATING PUMP

1. A cylinder with a piston, piston rod, connecting rod and a crank,
2. Suction pipe,
3. Delivery pipe,
4. Suction valve, and
5. Delivery valve.



WORKING OF SINGLE ACTING RECIPROCATING PUMP

Fig. 1 shows a single acting reciprocating pump, which consists of a piston which moves forwards and backwards in a close fitting cylinder. The movement of the piston is obtained by connecting the piston rod to crank by means of a connecting rod. The crank is rotated by means of an electric motor. Suction and delivery pipes with suction valve and delivery valve are connected to the cylinder. The suction and delivery valves are one way valves or non-return valves, which allow the water to flow in one direction only. Suction valve allows water from suction pipe to the cylinder which delivery valve allows water from cylinder to delivery pipe only.

When crank starts rotating, the piston moves to and fro in the cylinder. When crank is at A , the piston is at the extreme left position in the cylinder. As the crank is rotating from A to C , (*i.e.*, from $\theta = 0^\circ$ to $\theta = 180^\circ$), the piston is moving towards right in the cylinder. The movement of the piston towards right creates a partial vacuum in the cylinder. But on the surface of the liquid in the sump atmospheric pressure is acting, which is more than the pressure inside the cylinder. Thus, the liquid is forced in the suction pipe from the sump. This liquid opens the suction valve and enters the cylinder.

When crank is rotating from C to A (*i.e.*, from $\theta = 180^\circ$ to $\theta = 360^\circ$), the piston from its extreme right position starts moving towards left in the cylinder. The movement of the piston towards left increases the pressure of the liquid inside the cylinder more than atmospheric pressure. Hence suction valve closes and delivery valve opens. The liquid is forced into the delivery pipe and is raised to a required height.

Discharge Through a Reciprocating Pump. Consider a single* acting reciprocating pump as shown in Fig. *

Let D = Diameter of the cylinder

A = Cross-sectional area of the piston or cylinder

$$= \frac{\pi}{4} D^2$$

r = Radius of crank

N = r.p.m. of the crank

L = Length of the stroke = $2 \times r$

h_s = Height of the axis of the cylinder from water surface in sump.

h_d = Height of delivery outlet above the cylinder axis (also called delivery head)

Volume of water delivered in one revolution or discharge of water in one revolution

$$= \text{Area} \times \text{Length of stroke} = A \times L$$

Number of revolution per second, = $\frac{N}{60}$

\therefore Discharge of the pump per second,

Q = Discharge in one revolution \times No. of revolution per second

$$= A \times L \times \frac{N}{60} = \frac{ALN}{60}$$

Weight of water delivered per second,

$$W = \rho \times g \times Q = \frac{\rho g ALN}{60}.$$

Work done by Reciprocating Pump: Work done by the reciprocating pump per

second is given by the reaction as

$$\text{Work done per second} = \text{Weight of water lifted per second} \times \text{Total height through which water is lifted} \quad \dots(i)$$

where $(h_s + h_d) = \text{Total height through which water is lifted.}$

From equation Weight, W , is given by

$$W = \frac{\rho g \times ALN}{60}.$$

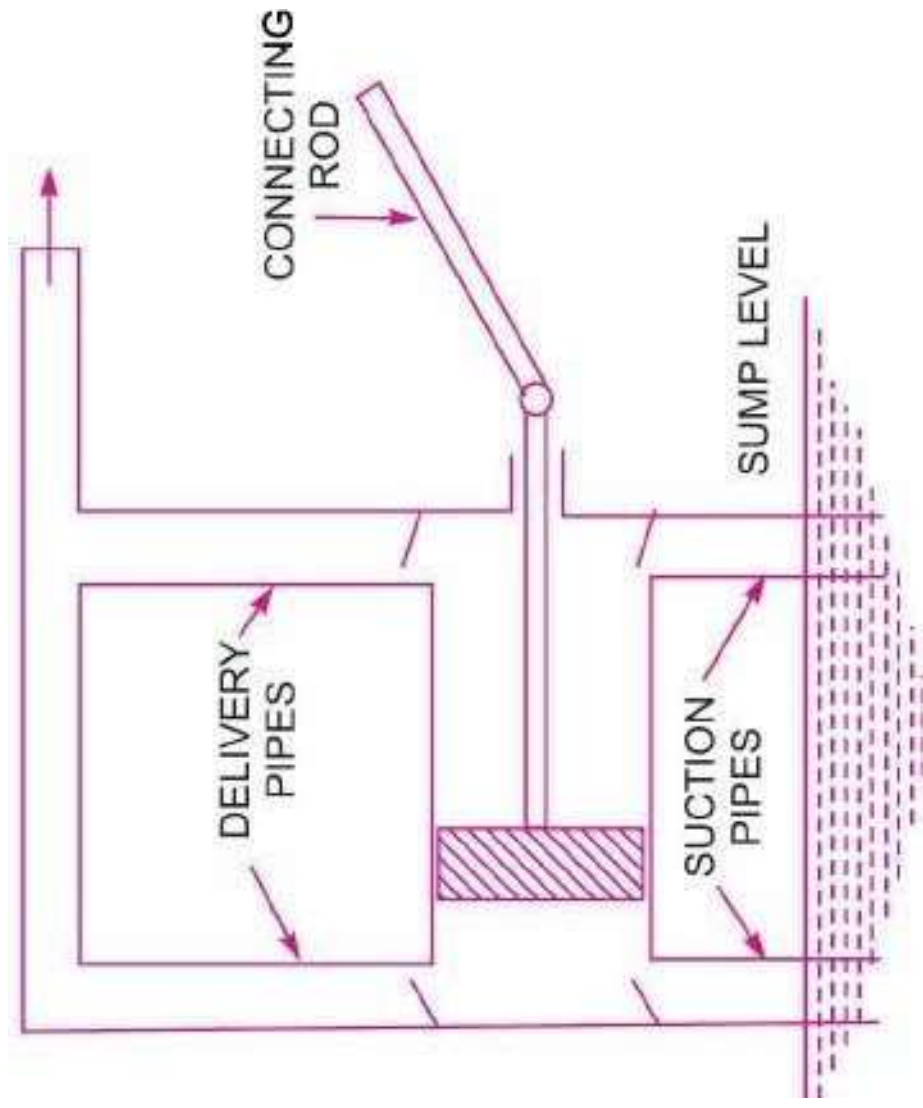
Substituting the value of W in equation (i), we get

$$\text{Work done per second} = \frac{\rho g \times ALN}{60} \times (h_s + h_d)$$

\therefore Power required to drive the pump, in kW

$$P = \frac{\text{Work done per second}}{1000} = \frac{\rho g \times ALN \times (h_s + h_d)}{60 \times 1000}$$
$$= \frac{\rho g \times ALN \times (h_s + h_d)}{60,000} \text{ kW}$$

DOUBLE ACTING RECIPROCATING PUMP



Discharge, Work done and Power Required to Drive a Double-acting Pump.

In case of double-acting pump, the water is acting on both sides of the piston as shown in Fig.

Thus, we require two suction pipes and two delivery pipes for double-acting pump. When there is a suction stroke on one side of the piston, there is at the same time a delivery stroke on the other side of the piston. Thus for one complete revolution of the crank there are two delivery strokes and water is delivered to the pipes by the pump during these two delivery strokes.

Let D = Diameter of the piston,

d = Diameter of the piston rod

\therefore Area on one side of the piston,

$$A = \frac{\pi}{4} D^2$$

Area on the other side of the piston, where piston rod is connected to the piston,

$$A_1 = \frac{\pi}{4} D^2 - \frac{\pi}{4} d^2 = \frac{\pi}{4} (D^2 - d^2).$$

∴ Volume of water delivered in one revolution of crank

$$\begin{aligned} &= A \times \text{Length of stroke} + A_1 \times \text{Length of stroke} \\ &= AL + A_1L = (A + A_1)L = \left[\frac{\pi}{4}D^2 + \frac{\pi}{4}(D^2 - d^2) \right] \times L \end{aligned}$$

∴ Discharge of pump per second

$$= \text{Volume of water delivered in one revolution} \times \text{No. of revolution per second}$$

$$= \left[\frac{\pi}{4}D^2 + \frac{\pi}{4}(D^2 - d^2) \right] \times L \times \frac{N}{60}$$

If 'd' the diameter of the piston rod is very small as compared to the diameter of the piston, then it can be neglected and discharge of pump per second,

$$Q = \left(\frac{\pi}{4}D^2 + \frac{\pi}{4}D^2 \right) \times \frac{L \times N}{60} = 2 \times \frac{\pi}{4}D^2 \times \frac{L \times N}{60} = \frac{2ALN}{60} \dots$$

Equation gives the discharge of a double-acting reciprocating pump. This discharge is two times the discharge of a single-acting pump.

Work done by double-acting reciprocating pump

Work done per second = Weight of water delivered \times Total height

$$= \rho g \times \text{Discharge per second} \times \text{Total height}$$
$$= \rho g \times \frac{2ALN}{60} \times (h_s + h_d) = 2\rho g \times \frac{ALN}{60} \times (h_s + h_d)$$

\therefore Power required to drive the double-acting pump in kW,

$$P = \frac{\text{Work done per second}}{1000} = 2\rho g \times \frac{ALN}{60} \times \frac{(h_s + h_d)}{1000}$$
$$= \frac{2\rho g \times ALN \times (h_s + h_d)}{60,000}$$

SLIP Of Reciprocating Pump

Slip of a pump is defined as the difference between the theoretical discharge and actual discharge of the pump. The discharge of a single-acting pump given by equation (20.1) and of a double-acting pump given by equation (20.5) are theoretical discharge. The actual discharge of a pump is less than the theoretical discharge due to leakage. The difference of the theoretical discharge and actual discharge is known as slip of the pump. Hence, mathematically,

$$\text{Slip} = Q_{th} - Q_{act}$$

But slip is mostly expressed as percentage slip which is given by,

$$\begin{aligned} \text{Percentage slip} &= \frac{Q_{th} - Q_{act}}{Q_{th}} \times 100 = \left(1 - \frac{Q_{act}}{Q_{th}} \right) \times 100 \\ &= (1 - C_d) \times 100 \end{aligned}$$

where C_d = Co-efficient of discharge.

Negative Slip of the Reciprocating Pump. Slip is equal to the difference of theoretical discharge and actual discharge. If actual discharge is more than the theoretical discharge, the slip of the pump will become -ve. In that case, the slip of the pump is known as negative slip.

Negative slip occurs when delivery pipe is short, suction pipe is long and pump is running at high speed.

$$\left(\because \frac{Q_{act}}{Q_{th}} = C_d \right)$$

Problem 1 . A single-acting reciprocating pump, running at 50 r.p.m., delivers $0.01 \text{ m}^3/\text{s}$ of water. The diameter of the piston is 200 mm and stroke length 400 mm. Determine :

(i) The theoretical discharge of the pump, (ii) Co-efficient of discharge, and (iii) Slip and the percentage slip of the pump.

Solution. Given :

Speed of the pump,

$$N = 50 \text{ r.p.m.}$$

Actual discharge,

$$Q_{act} = .01 \text{ m}^3/\text{s}$$

Dia. of piston,

$$D = 200 \text{ mm} = .20 \text{ m}$$

\therefore Area,

$$A = \frac{\pi}{4} (.2)^2 = .031416 \text{ m}^2$$

Stroke,

$$L = 400 \text{ mm} = 0.40 \text{ m.}$$

(i) Theoretical discharge for single-acting reciprocating pump is given by equation as

$$Q_{th} = \frac{A \times L \times N}{60} = \frac{.031416 \times .40 \times 50}{60} = \mathbf{0.01047 \text{ m}^3/\text{s. Ans.}}$$

(ii) Co-efficient of discharge is given by

$$C_d = \frac{Q_{act}}{Q_{th}} = \frac{0.01}{.01047} = \mathbf{0.955. Ans.}$$

iii) Using equation

we get

$$\text{Slip} = Q_{th} - Q_{act} = .01047 - .01 = \mathbf{0.00047 \text{ m}^3/\text{s. Ans.}}$$

And percentage slip

$$\begin{aligned} &= \frac{(Q_{th} - Q_{act})}{Q_{th}} \times 100 = \frac{(.01047 - .01)}{.01047} \times 100 \\ &= \frac{.00047}{.01047} \times 100 = \mathbf{4.489\% . Ans.} \end{aligned}$$

Problem 2 . . . A double-acting reciprocating pump, running at 40 r.p.m., is discharging 1.0 m^3 of water per minute. The pump has a stroke of 400 mm. The diameter of the piston is 200 mm. The delivery and suction head are 20 m and 5 m respectively. Find the slip of the pump and power required to drive the pump.

Speed of pump, $N = 40$ r.p.m.

Actual discharge, $Q_{act} = 1.0 \text{ m}^3/\text{min} = \frac{1.0}{60} \text{ m}^3/\text{s} = 0.01666 \text{ m}^3/\text{s}$

Stroke, $L = 400 \text{ mm} = 0.40 \text{ m}$

Diameter of piston, $D = 200 \text{ mm} = 0.20 \text{ m}$

\therefore Area, $A = \frac{\pi}{4} D^2 = \frac{\pi}{4} (.2)^2 = 0.031416 \text{ m}^2$

Suction head, $h_s = 5 \text{ m}$

Delivery head, $h_d = 20 \text{ m}$.

Theoretical discharge for double-acting pump is given by equation as,

$$Q_{th} = \frac{2ALN}{60} = \frac{2 \times 0.031416 \times 0.4 \times 40}{60} = .01675 \text{ m}^3/\text{s}.$$

Using equation (20.8), Slip = $Q_{th} - Q_{act} = .01675 - .01666 = .00009 \text{ m}^3/\text{s}$. Ans.

Power required to drive the double-acting pump is given by equation (20.7) as,

$$P = \frac{2 \times \rho g \times ALN \times (h_s + h_d)}{60,000} = \frac{2 \times 1000 \times 9.81 \times 0.031416 \times .4 \times 40 \times (5 + 20)}{60,000}$$

= **4.109 kW**. Ans.

Difference between Centrifugal pump and Reciprocating pump

Centrifugal pump is a rotodynamic pump that uses kinetic energy to transfer fluid from low pressure to high pressure while the reciprocating pump uses a piston (suction and discharge stroke) to transfer fluid. Centrifugal pump is the most popular pump as compared to the reciprocating pump. There are many Differences between the Centrifugal pump and the reciprocating pump.

1. Centrifugal pump is a rotary pump uses the kinetic energy of impeller to transfer liquid.

A reciprocating pump is a positive displacement type pump which is forced through the piston.

2. Centrifugal pump provides a steady flow (continuous discharge).

The reciprocating pump provides pulsating flow.

3. Centrifugal pump uses uniform torque.

Reciprocating pump torque is not uniform.

4. Centrifugal pump discharge is inversely proportional to the viscosity of working fluid. In Reciprocating pump viscosity of working fluid does not affect the pump discharge rate.

PNS SCHOOL OF ENGG & TECHNOLOGY

LECTURES NOTE ON

HM&IFP

PREPARED BY

RAMAKANT SWAIN

HOD MECHANICAL

UNIT-4

PNEUMATIC CONTROL SYSTEM

1. Basic Components of Pneumatic System

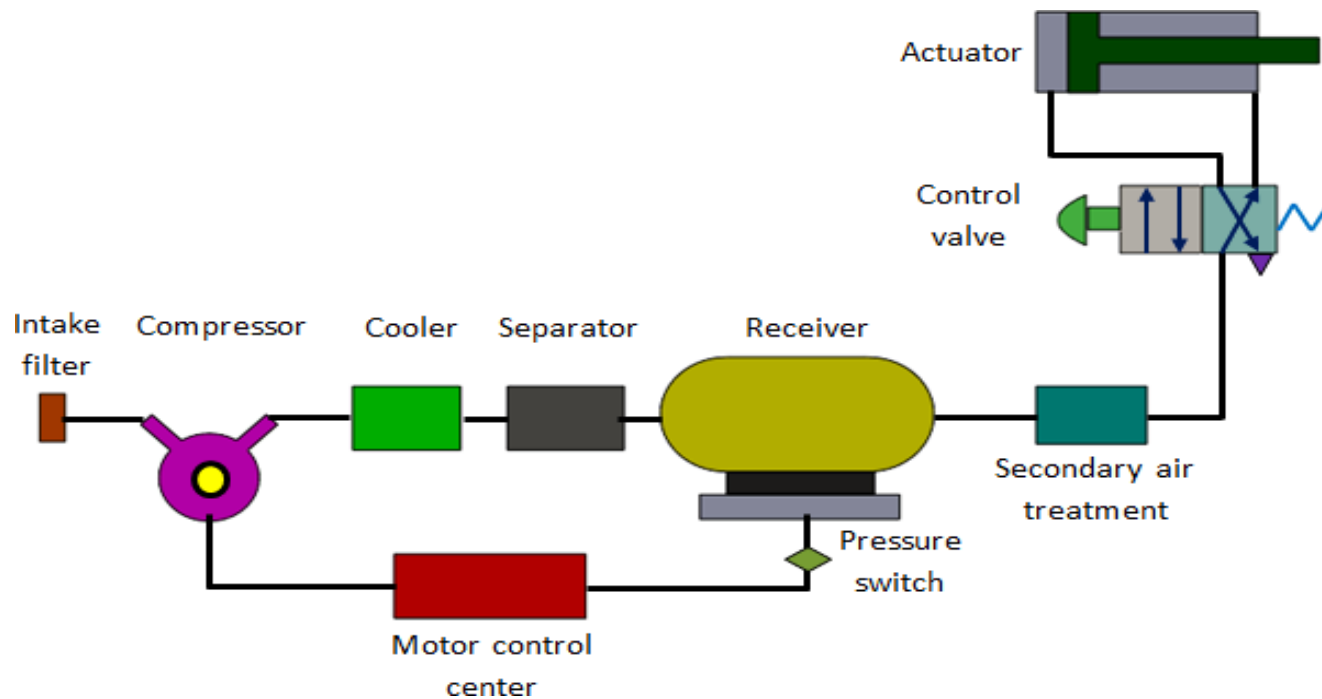


Fig 2: . Basic Components of Pneumatic System

a) Air filters: These are used to filter out the contaminants from the air.

b) Compressor: Compressed air is generated by using air compressors. Air compressors are either diesel or electrically operated. Based on the requirement of compressed air, suitable capacity compressors may be used.

c) Air cooler: During compression operation, air temperature increases. Therefore coolers are used to reduce the temperature of the compressed air.

d) Dryer: The water vapour or moisture in the air is separated from the air by using a dryer.

e) Control Valves: Control valves are used to regulate, control and monitor for control of direction flow, pressure etc.

f) Air Actuator: Air cylinders and motors are used to obtain the required movements of mechanical elements of pneumatic system.

g) Electric Motor: Transforms electrical energy into mechanical energy. It is used to drive the compressor.

h) Receiver tank: The compressed air coming from the compressor is stored in the air receiver.

2. Receiver tank

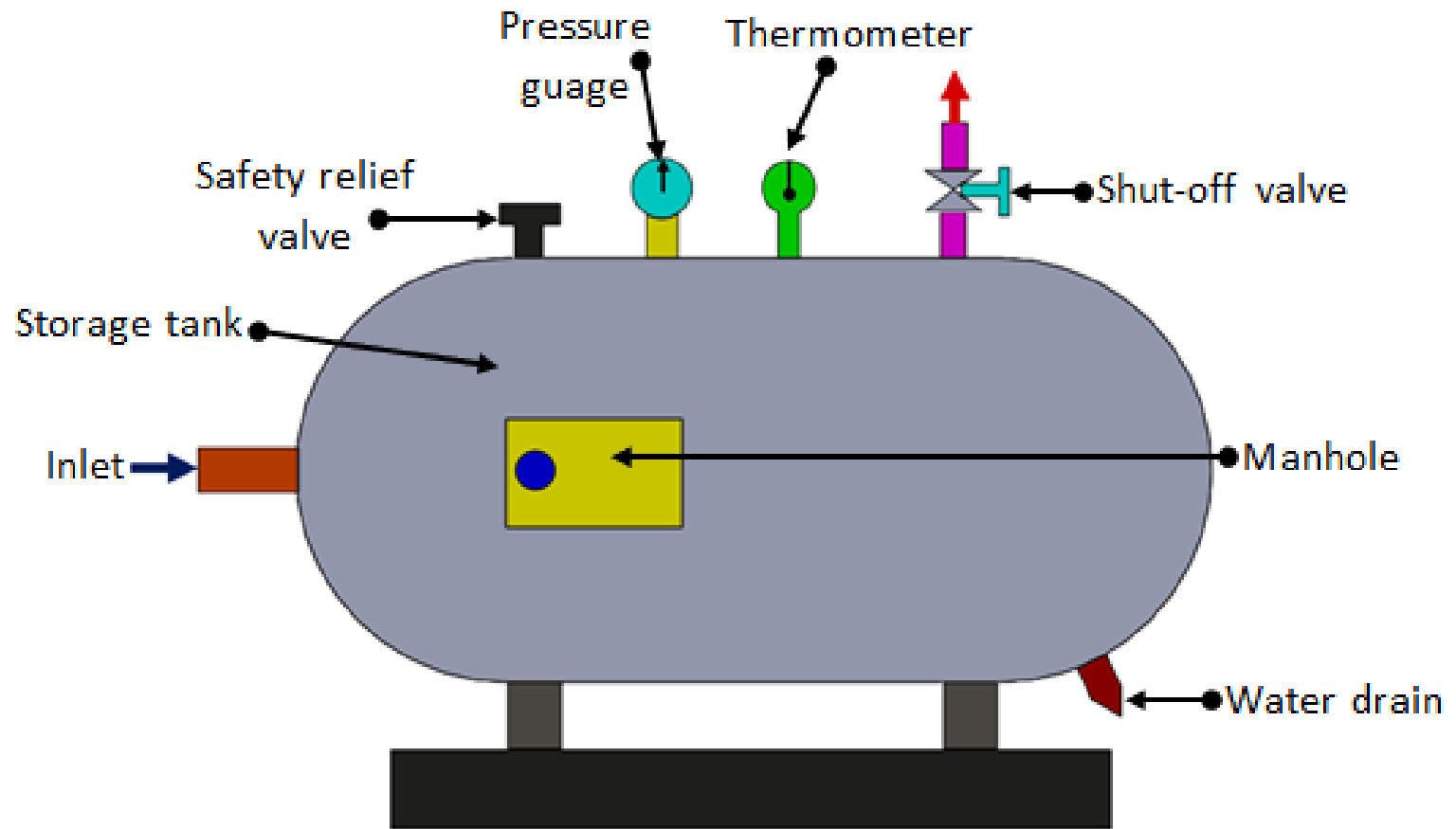


Fig 3 . Receiver tank

The air is compressed slowly in the compressor. But since the pneumatic system needs continuous supply of air, this compressed air has to be stored. The compressed air is stored in an air receiver as shown in Figure 3. It also helps the air to cool and condense the moisture present. The air receiver should be large enough to hold all the air delivered by the compressor. The pressure in the receiver is held higher than the system operating pressure to compensate pressure loss in the pipes. Also the large surface area of the receiver helps in dissipating the heat from the compressed air. Generally the size of receiver depends on,

- Delivery volume of compressor.
- Air consumption.
- Pipeline network
- Type and nature of on-off regulation
- Permissible pressure difference in the pipelines

Main pneumatic components

Pneumatic components can be divided into two categories:

1. Components that produce and transport compressed air.
2. Components that consume compressed air.

1. The production and transportation of compressed air

Examples of components that produce and transport compressed air include compressors and pressure regulating components.

(a) Compressor

It is a mechanical device which converts mechanical energy into fluid energy. The compressor increases the air pressure by reducing its volume which also increases the temperature of the compressed air. The compressor is selected based on the pressure it needs to operate and the delivery volume.

The compressor can be classified into two main types

- a. Positive displacement compressors and
- b. Dynamic displacement compressor

Positive displacement compressors include piston type, vane type, diaphragm type and screw type.

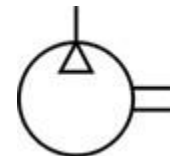


Fig 4 (a) Compressor used in schools

(b) Compressor used in laboratories

(c) Pneumatic symbol of compressor

Piston compressors

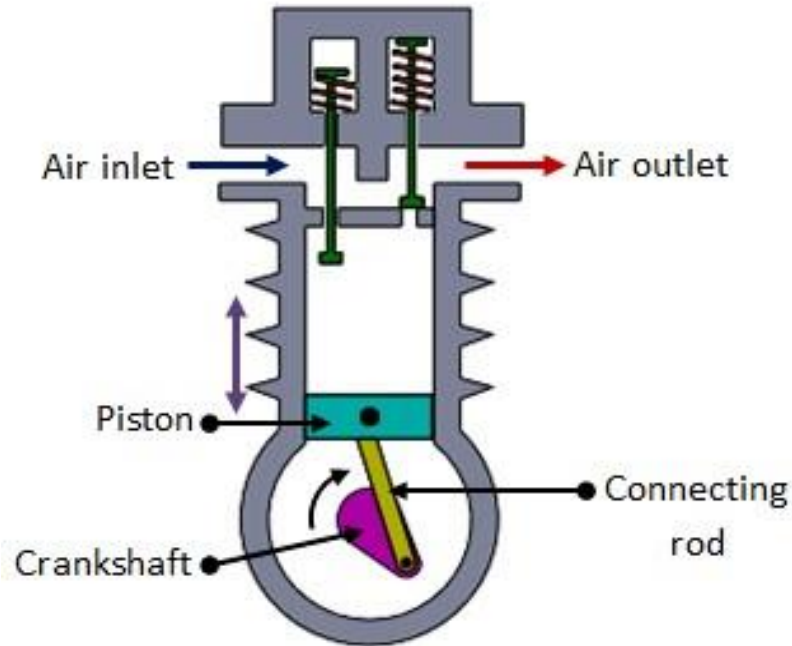


Fig 5 piston compressor

Piston compressors are commonly used in pneumatic systems. The simplest form is single cylinder compressor (Fig.5). It produces one pulse of air per piston stroke. As the piston moves down during the inlet stroke the inlet valve opens and air is drawn into the cylinder. As the piston moves up the inlet valve closes and the exhaust valve opens which allows the air to be expelled. The valves are spring loaded. The single cylinder compressor gives significant amount of pressure pulses at the outlet port. The pressure developed is about 3-40 bar.

Double acting compressor

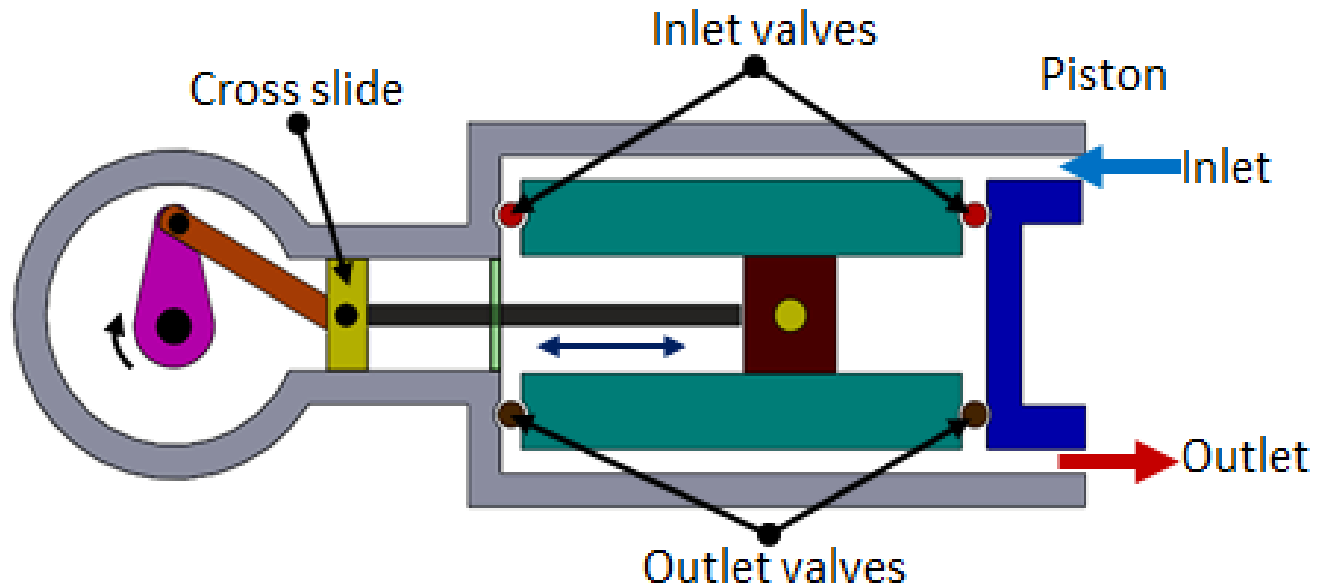


Fig 6 double acting piston compressor

The pulsation of air can be reduced by using double acting compressor as shown in Figure 6. It has two sets of valves and a crosshead. As the piston moves, the air is compressed on one side whilst on the other side of the piston, the air is sucked in. Due to the reciprocating action of the piston, the air is compressed and delivered twice in one piston stroke. Pressure higher than 30bar can be produced.

Multistage compressor

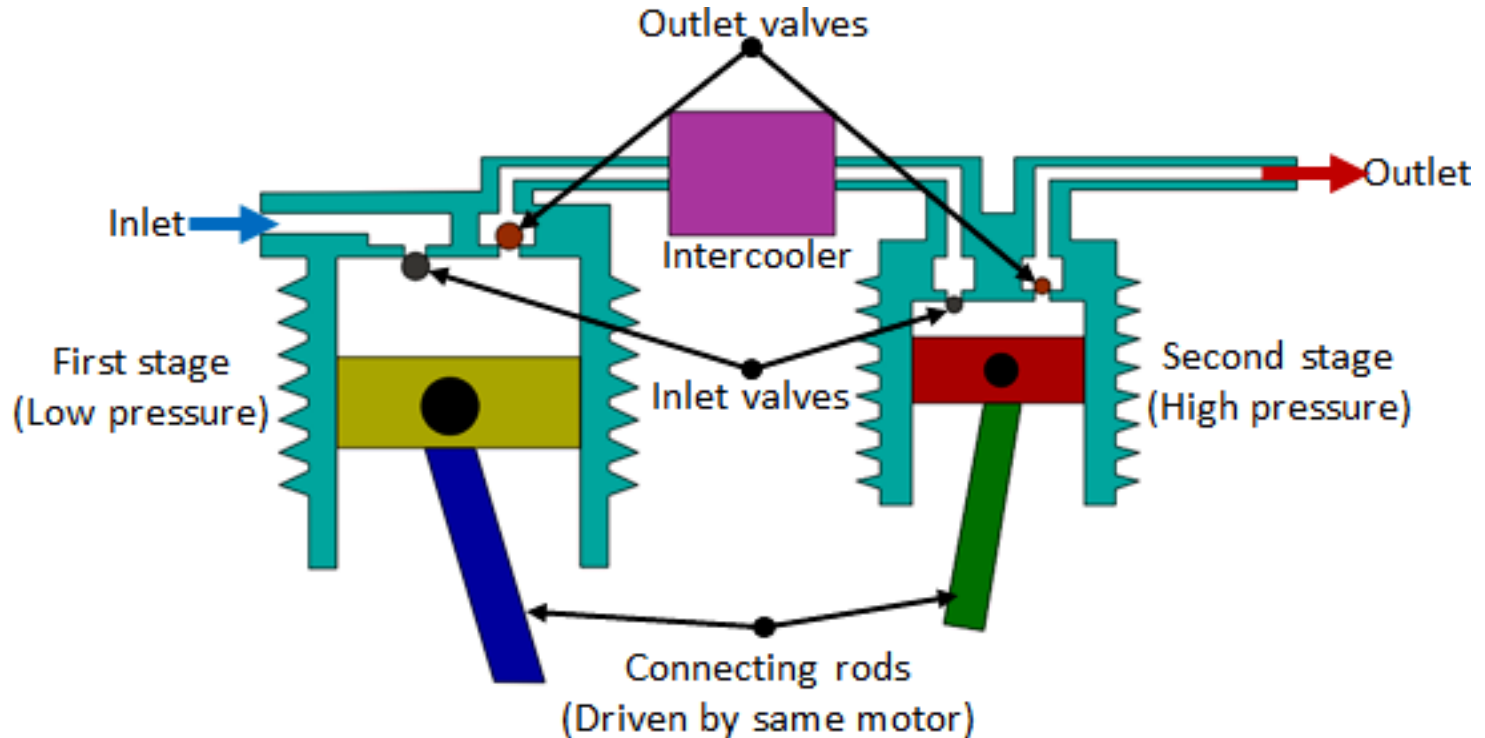


Fig 7 multistage compressor

As the pressure of the air increases, its temperature rises. It is essential to reduce the air temperature to avoid damage of compressor and other mechanical elements. The multistage compressor with intercooler in-between is shown in Figure 7. It is used to reduce the temperature of compressed air during the compression stages. The intercooling reduces the volume of air which used to increase due to heat. The compressed air from the first stage enters the intercooler where it is cooled. This air is given as input to the second stage where it is compressed again. The multistage compressor can develop a pressure of around 50bar.

Rotary vane compressors

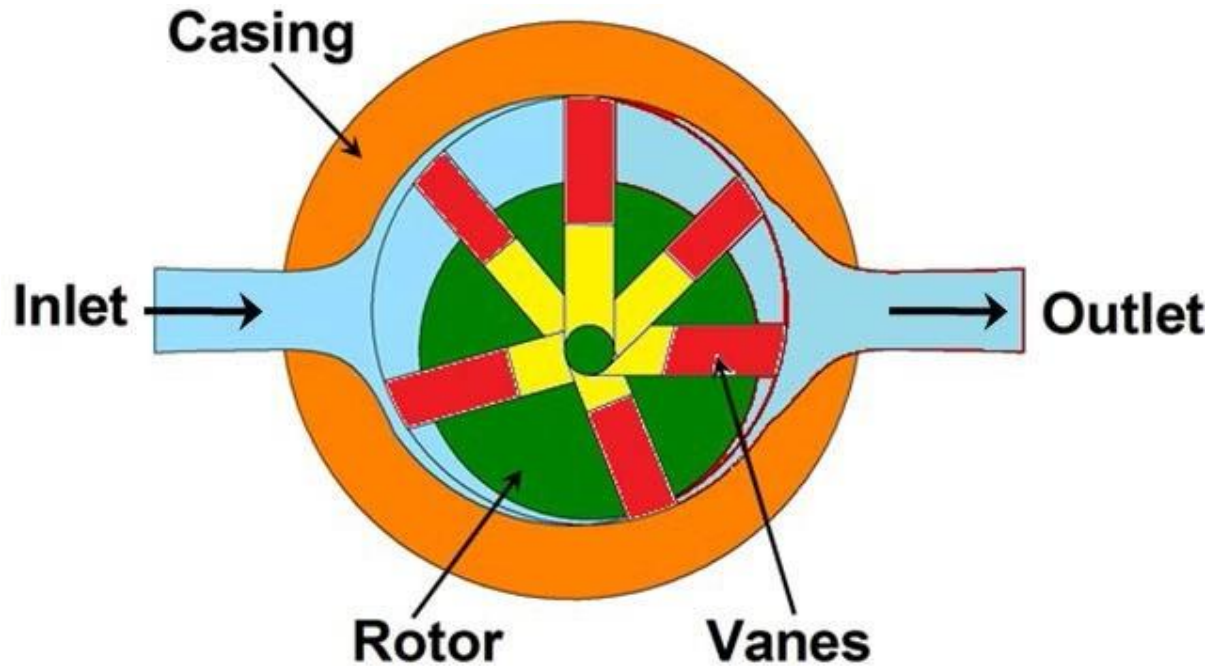


Fig 8 vane compressor

The principle of operation of vane compressor is similar to the hydraulic vane pump. Figure 8 shows the working principle of Rotary vane compressor. The unbalanced vane compressor consists of spring loaded vanes seating in the slots of the rotor. The pumping action occurs due to movement of the vanes along a cam ring. The rotor is eccentric to the cam ring. As the rotor rotates, the vanes follow the inner surface of the cam ring. The space between the vanes decreases near the outlet due to the eccentricity. This causes compression of the air. These compressors are free from pulsation. If the eccentricity is zero no flow takes place

Lobe compressor

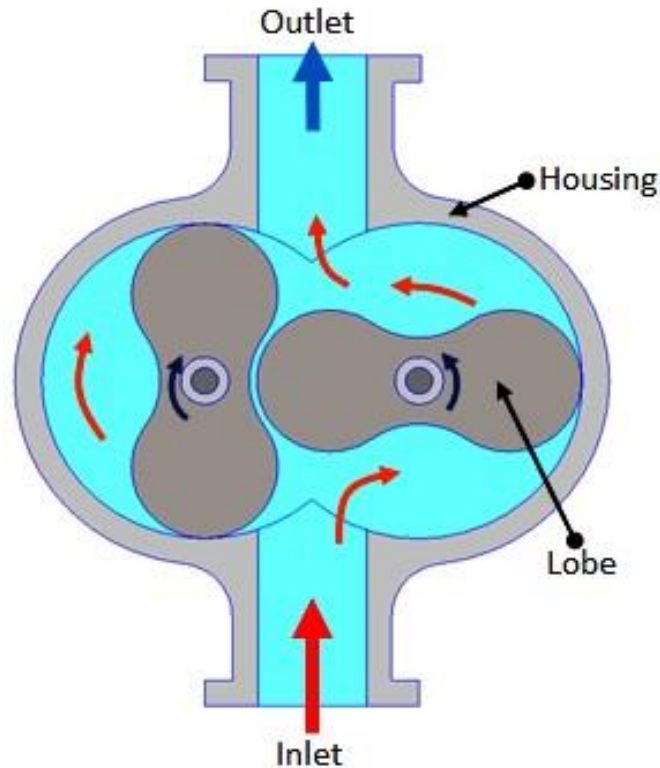


Fig 9 lobe compressor

The lobe compressor is used when high delivery volume but low pressure is needed. It consists of two lobes with one being driven and the other driving. Figure 9 shows the construction and working of Lobe compressor. It is similar to the Lobe pump used in hydraulic systems. The operating pressure is limited by leakage between rotors and housing. As the wear increases during the operation, the efficiency falls rapidly.

5. Dynamic compressors

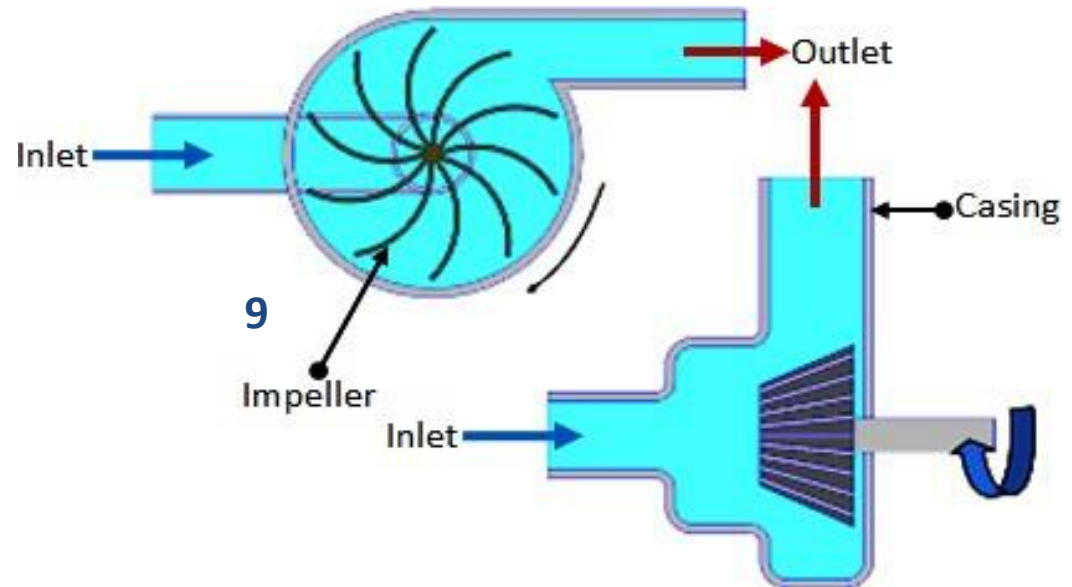


Fig 10 lobe compressor

Blower (Centrifugal type)

When very **large volume** of compressed air is required in applications such as ventilators, combustion system and pneumatic powder blower conveyors, the dynamic compressor can be used. The pressure needed is very low in such applications. Figure 10. shows a typical Centrifugal type blower. The impeller rotates at a high speed. Large volume of low pressure air can be provided by blowers. The blowers draw the air in and the impeller flings it out due to centrifugal force.

Pneumatic Systems
Lecture 3
Air Treatment and
Pressure Regulation

1. Air treatment stages

For satisfactory operation of the pneumatic system the compressed air needs to be cleaned and dried. Atmospheric air is contaminated with dust, smoke and is humid. These particles can cause wear of the system components and presence of moisture may cause corrosion. Hence it is essential to treat the air to get rid of these impurities. The air treatment can be divided into three stages as shown in Figure .11

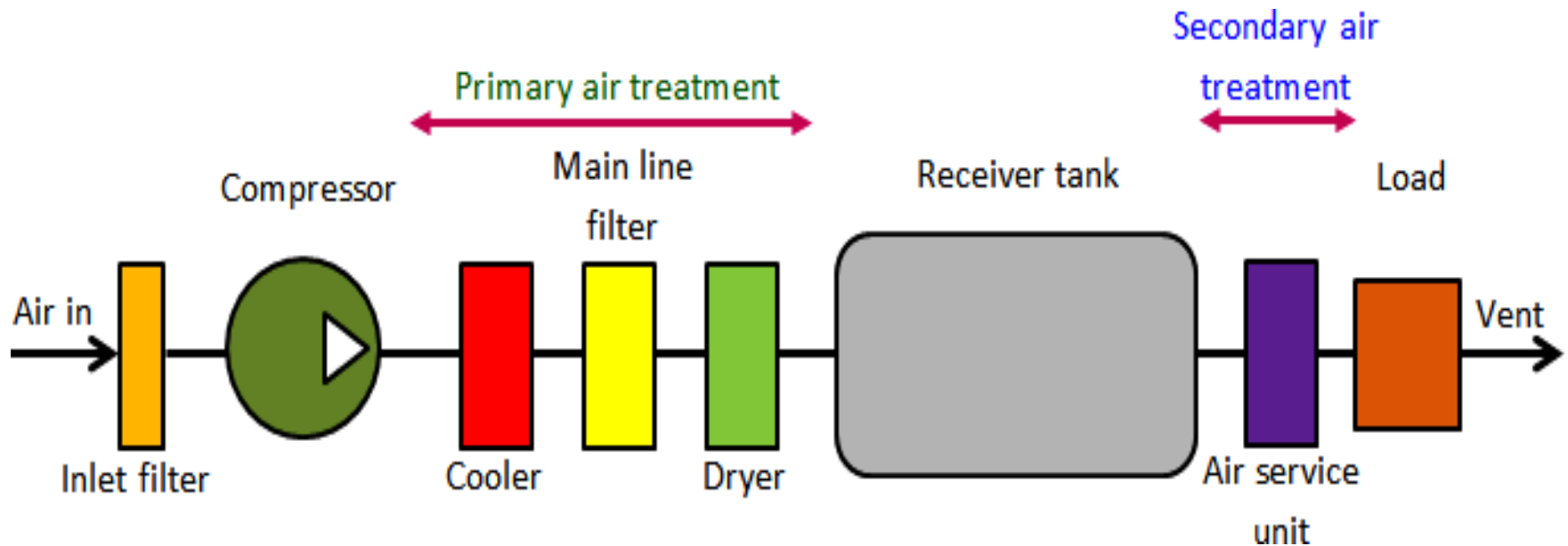


Figure .11

- In the first stage, the large sized particles are prevented from entering the compressor by an intake filter. The air leaving the compressor may be humid and may be at high temperature.
- The air from the compressor is treated in the second stage. In this stage temperature of the compressed air is lowered using a cooler and the air is dried using a dryer. Also an inline filter is provided to remove any contaminant particles present. This treatment is called **primary air treatment**.
- In the third stage which is the **secondary air treatment** process, further filtering is carried out. A lubricator introduces a fine mist of oil into the compressed air. This will help in lubrication of the moving components of the system to which the compressed air will be applied.

Filters

To prevent any damage to the compressor, the contaminants present in the air need to be filtered out. This is done by using inlet filters. These can be dry or wet filters. **Dry filters** use disposable cartridges. In the wet filter, the incoming air is passed through **an oil bath** and then through a **fine wire mesh** filter. Dirt particles cling to the oil drops during bubbling and are removed by wire mesh as they pass through it. In the dry filter the cartridges are replaced during servicing. The wet filters are cleaned using detergent solution.

Cooler

As the air is compressed, the temperature of the air increases. Therefore the air needs to be cooled. This is done by using a cooler. It is a type of heat exchanger. There are two types of coolers commonly employed viz. air cooled and water cooled. In the air cooled type, ambient air is used to cool the high temperature compressed air, whereas in the water cooled type, water is used as cooling medium. These are counter flow type coolers where the cooling medium flows in the direction opposite to the compressed air. During cooling, the water vapour present will condense which can be drained away later.

2. Main line filter

These filters are used to remove the water vapors or solid contaminants present in the pneumatic systems main lines. These filters are discussed in detail as follows.

Air filter and water trap

Air filter and water trap is used to

- prevent any solid contaminants from entering in the system.
- condense and remove water vapor that is present in the compressed air.

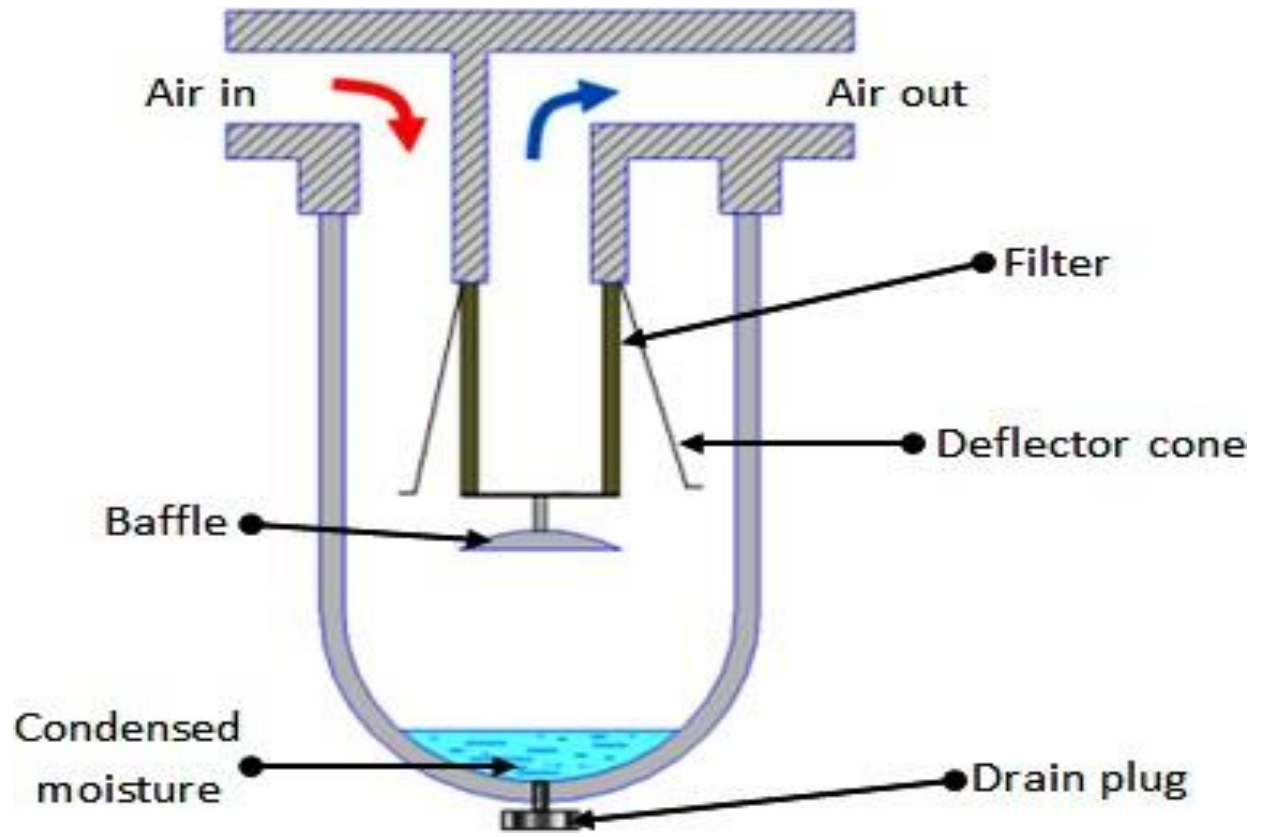


Fig 12 Air filter and water trap

The filter cartridge is made of sintered brass. The schematic of the filter is shown in Fig. 12 . The thickness of sintered cartridge provides random zigzag passage for the air to flow-in which helps in arresting the solid particles. The air entering the filter swirls around due to the deflector cone. The centrifugal action causes the large contaminants and water vapour to be flung out, which hit the glass bowl and get collected at the bottom. A baffle plate is provided to prevent the turbulent air from splashing the water into the filter cartridge. At the bottom of the filter bowl there is a drain plug which can be opened manually to drain off the settled water and solid particles.

Refrigerated dryers

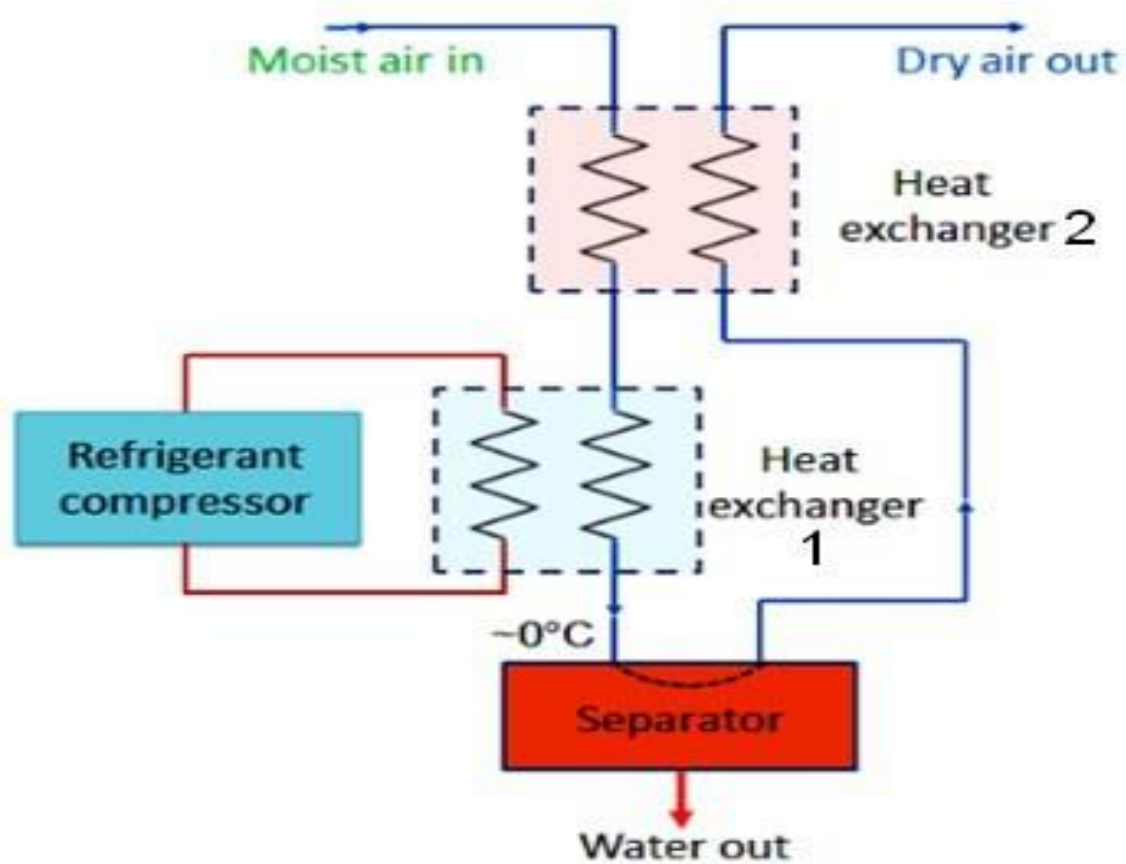


Fig 13 refrigerated dryer

It consists of two heat exchangers, refrigerant compressor and a separator. The system circuitry is shown in Figure 12. The dryer chills the air just above 0 °C which condenses the water vapour.

The condensate is collected by the separator. However such low temperature air may not be needed at the application. Therefore this chilled air is used to cool the high temperature air coming out from the compressor at heat exchanger 2.

The moderate temperature dry air coming out from the heat exchanger 2 is then used for actual application; whilst the reduced temperature air from compressor will further be cooled at heat exchanger 1. Thus, the efficiency of the system is increased by employing a second heat exchanger.

3. Lubricators

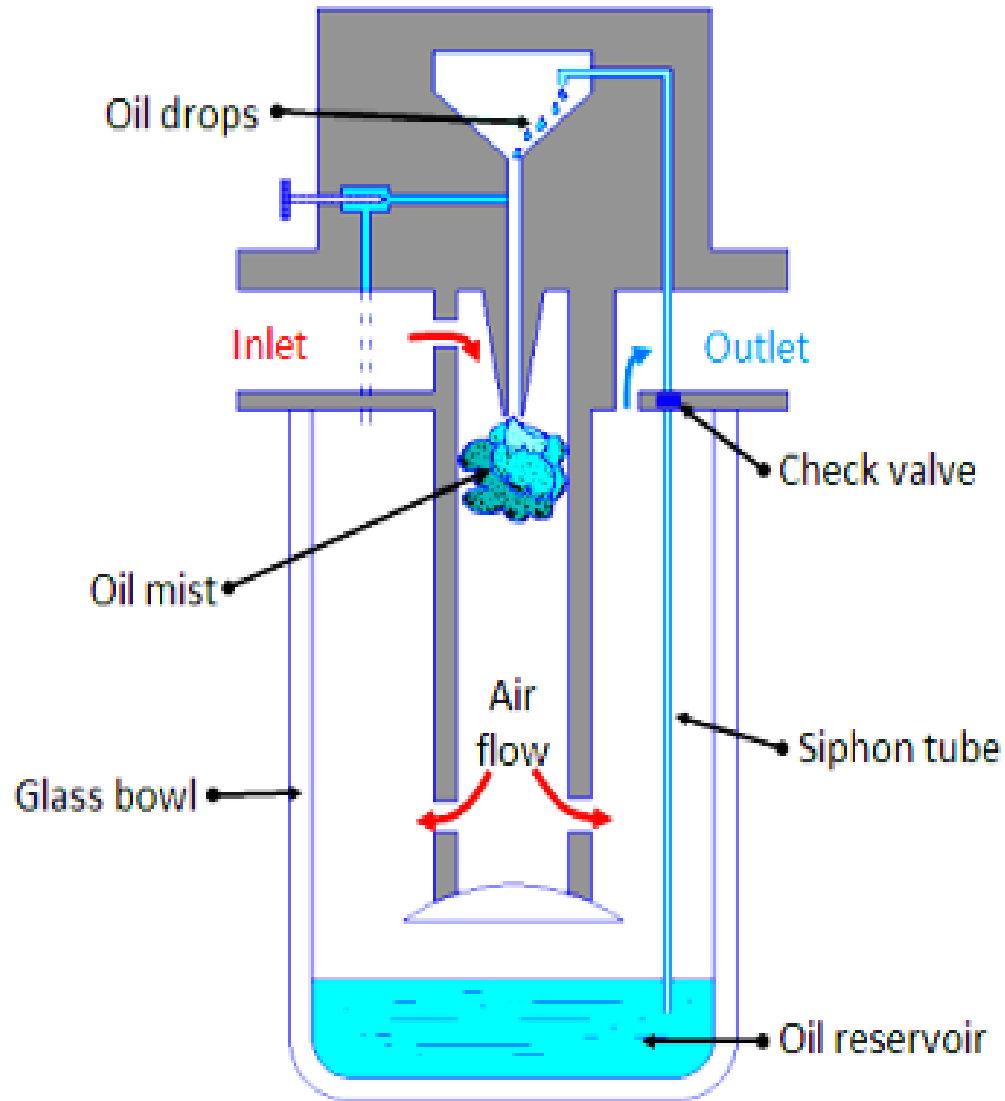


Fig 14 lubricator

The compressed air is first filtered and then passed through a lubricator in order to form a mist of oil and air to provide lubrication to the mating components.

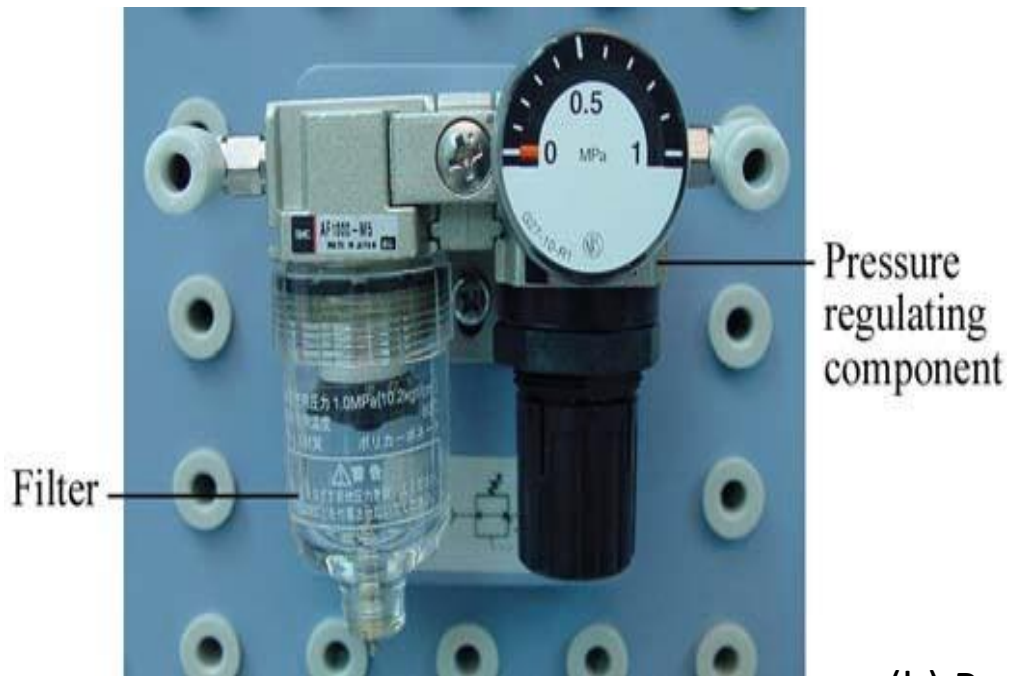
Figure 14 shows the schematic of a typical lubricator.

The principle of working of venturimeter is followed in the operation of lubricator. The compressed air from the dryer enters in the lubricator. Its velocity increases due to a pressure differential between the upper and lower chamber (oil reservoir). Due to the low pressure in the upper chamber the oil is pushed into the upper chamber from the oil reservoir through a siphon tube with check valve.

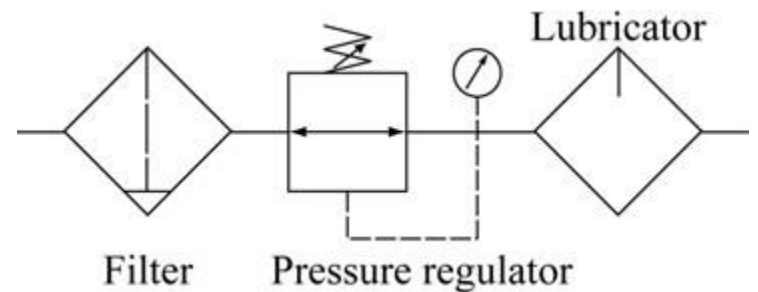
The main function of the valve is to control the amount of oil passing through it. The oil drops inside the throttled zone where the velocity of air is much higher and this high velocity air breaks the oil drops into tiny particles.

Thus a mist of air and oil is generated. The pressure differential across chambers is adjusted by a needle valve. It is difficult to hold an oil mixed air in the air receiver as oil may settle down. Thus air is lubricated during secondary air treatment process. Low viscosity oil forms better mist than high viscosity oil and hence ensures that oil is always present in the air.

4. Pressure regulation



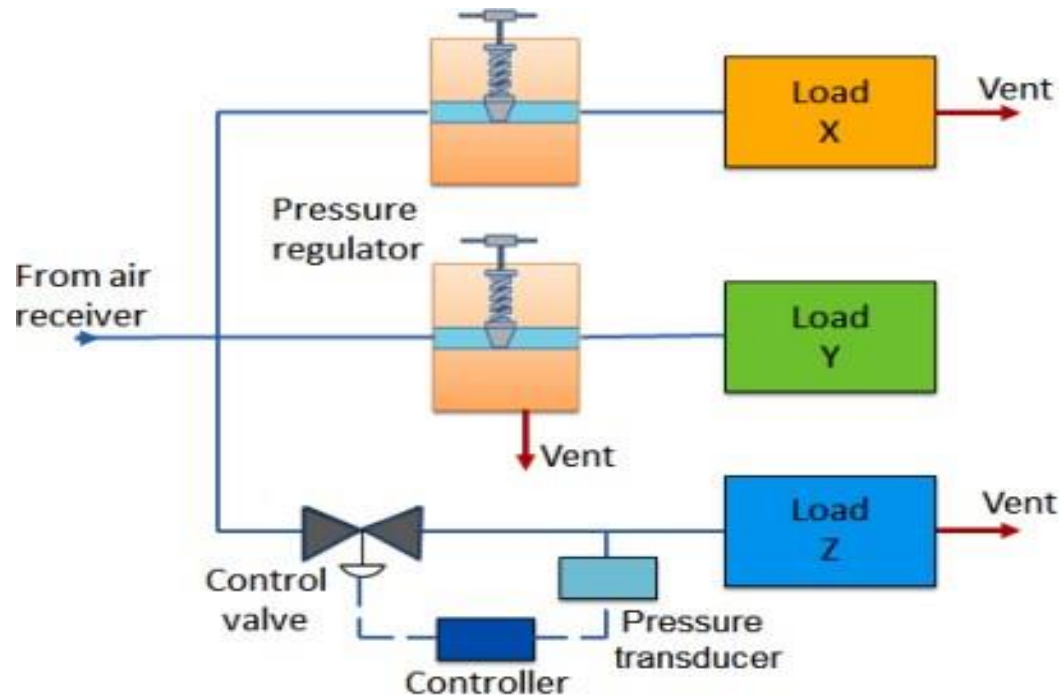
(a) Pressure regulating component



(b) Pneumatic symbols of the pneumatic components within a pressure regulating component

Pressure regulation

In pneumatic systems, during high velocity compressed air flow, there is flow-dependent pressure drop between the receiver and load (application). Therefore the pressure in the receiver is always kept higher than the system pressure. At the application site, the pressure is regulated to keep it constant. There are three ways to control the local pressure, these are shown in Figure

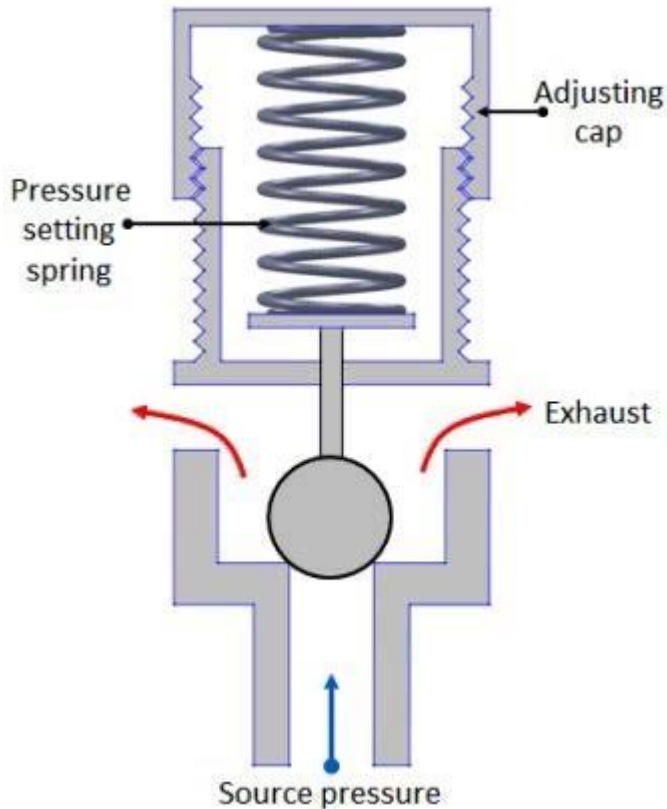


- In the first method, load X vents the air into atmosphere continuously. The pressure regulator restricts the air flow to the load, thus controlling the air pressure. In this type of pressure regulation, some minimum flow is required to operate the regulator. If the load is a dead end type which draws no air, the pressure in the receiver will rise to the manifold pressure. These type of regulators are called as 'non-relieving regulators', since the air must pass through the load.

- • In the second type, load Y is a dead end load. However the regulator vents the air into atmosphere to reduce the pressure. This type of regulator is called as 'relieving regulator'.

- • The third type of regulator has a very large load Z. Therefore its requirement of air volume is very high and can't be fulfilled by using a simple regulator. In such cases, a control loop comprising of pressure transducer, controller and vent valve is used. Due to large load the system pressure may rise above its critical value. It is detected by a transducer. Then the signal will be processed by the controller which will direct the valve to be opened to vent out the air. This technique can be also be used when it is difficult to mount the pressure regulating valve close to the point where pressure regulation is needed.

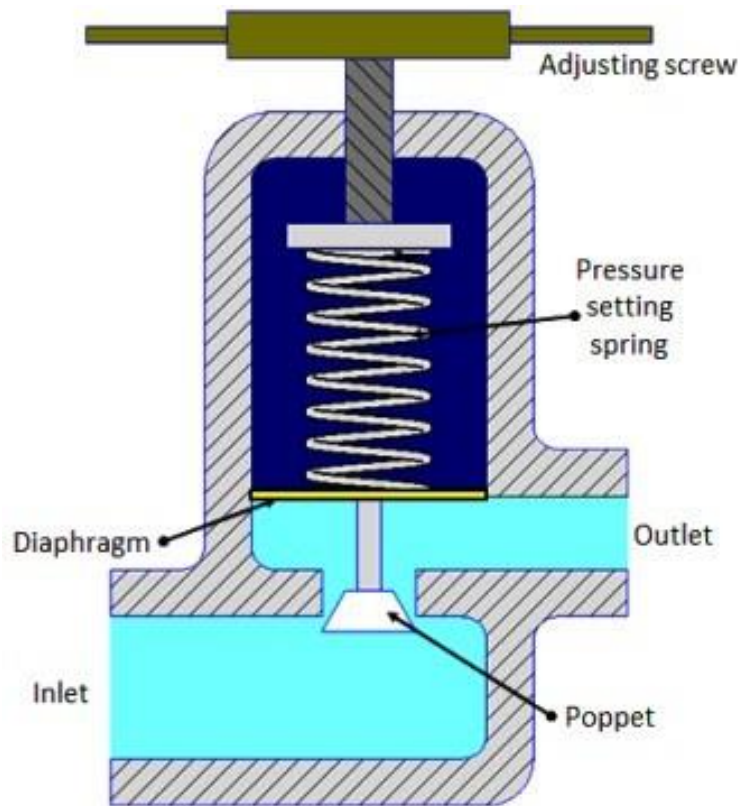
5. Relief valve



Relief valve

- Relief valve is the simplest type of pressure regulating device. The schematic of its construction and working is shown in the Figure
- It is used as a backup device if the main pressure control fails. It consists of ball type valve held on to the valve seat by a spring in tension. The spring tension can be adjusted by using the adjusting cap.
- When the air pressure exceeds the spring tension pressure the ball is displaced from its seat, thus releasing the air and reducing the pressure.
- A relief is specified by its span of pressure between the cracking and full flow, pressure range and flow rate. Once the valve opens (cracking pressure), flow rate depends on the excess pressure. Once the pressure falls below the cracking pressure, the valve seals itself.

6. Non-relieving pressure regulator



- In a non-relieving pressure regulator the outlet pressure is sensed by a diaphragm which is preloaded by a pressure setting spring.
- If outlet pressure is too low, the spring forces the diaphragm and poppet to move down thus opening the valve to admit more air and raise outlet pressure.
- If the outlet pressure is too high the air pressure forces the diaphragm up hence reduces the air flow and causing a reduction in air pressure.
- The air vents away through the load. At steady state condition the valve will balance the force on the diaphragm from the outlet pressure with the present force on the spring

7. Service units

During the preparation of compressed air, various processes such as filtration, regulation and lubrication are carried out by individual components. The individual components are: separator/filter, pressure regulator and lubricator.

Preparatory functions can be combined into one unit which is called as 'service unit'. Figure symbolic representation of various processes involved in air preparation and the service unit.

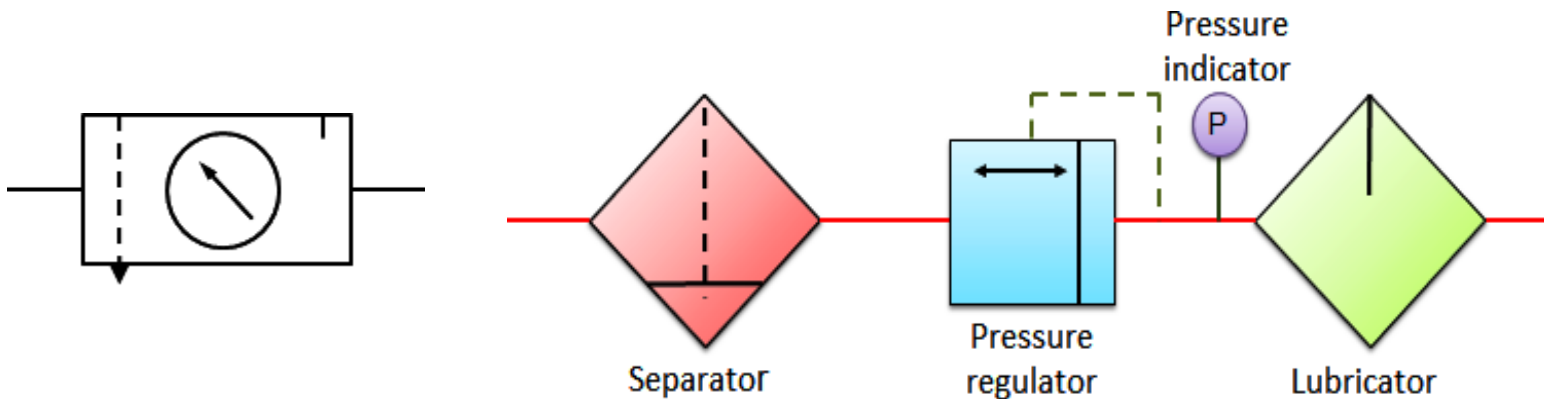


Fig. (a) Service unit components

(b) Service unit symbol

The consumption of compressed air

Examples of components that consume compressed air include execution components (cylinders), directional control valves and assistant valves.

(a) Execution component

Actuators

Actuators are output devices which convert energy from pressurized hydraulic oil or compressed air into the required type of action or motion. In general, hydraulic or pneumatic systems are used for gripping and/or moving operations in industry. These operations are carried out by using actuators.

Actuators can be classified into three types.

1. **Linear actuators:** These devices convert hydraulic/pneumatic energy into linear motion.
2. **Rotary actuators:** These devices convert hydraulic/pneumatic energy into rotary motion.

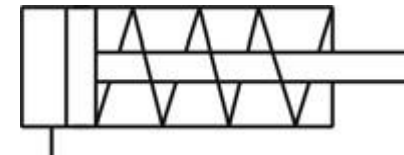
3. Actuators to operate flow control valves: these are used to control the flow and pressure of fluids such as gases, steam or liquid.

The construction of hydraulic and pneumatic linear actuators is similar. However they differ at their operating pressure ranges. Typical pressure of hydraulic cylinders is about 100 bar and of pneumatic system is around 10 bar.

1. Single acting cylinder

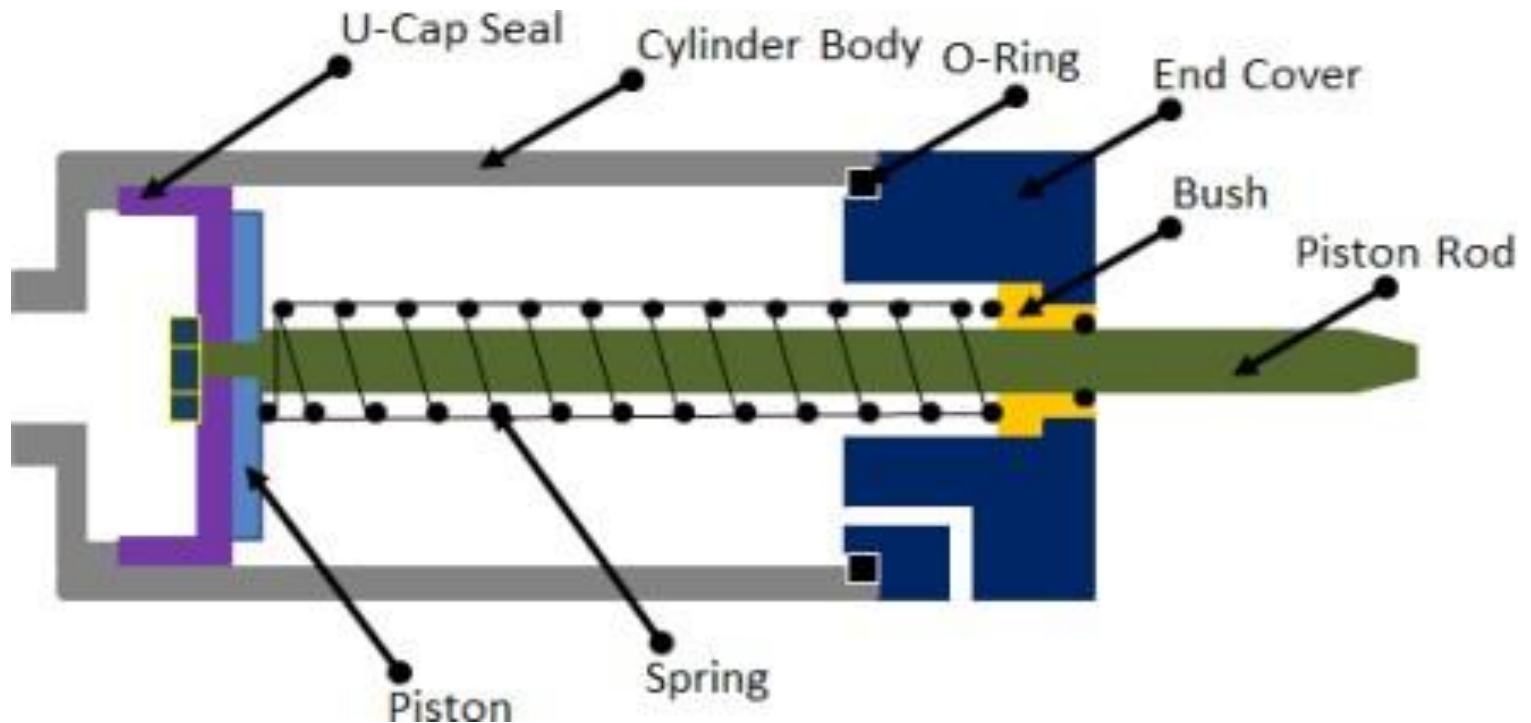


(a) Single acting cylinder



(b) Pneumatic symbol of a single acting cylinder

Single acting cylinder

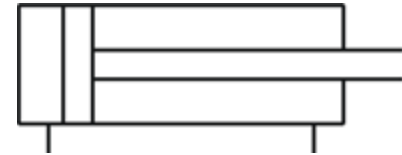


These cylinders produce work in one direction of motion hence they are named as single acting cylinders. Figure shows the construction of a single acting cylinder. The compressed air pushes the piston located in the cylindrical barrel causing the desired motion. The return stroke takes place by the action of a spring. Generally the spring is provided on the rod side of the cylinder.

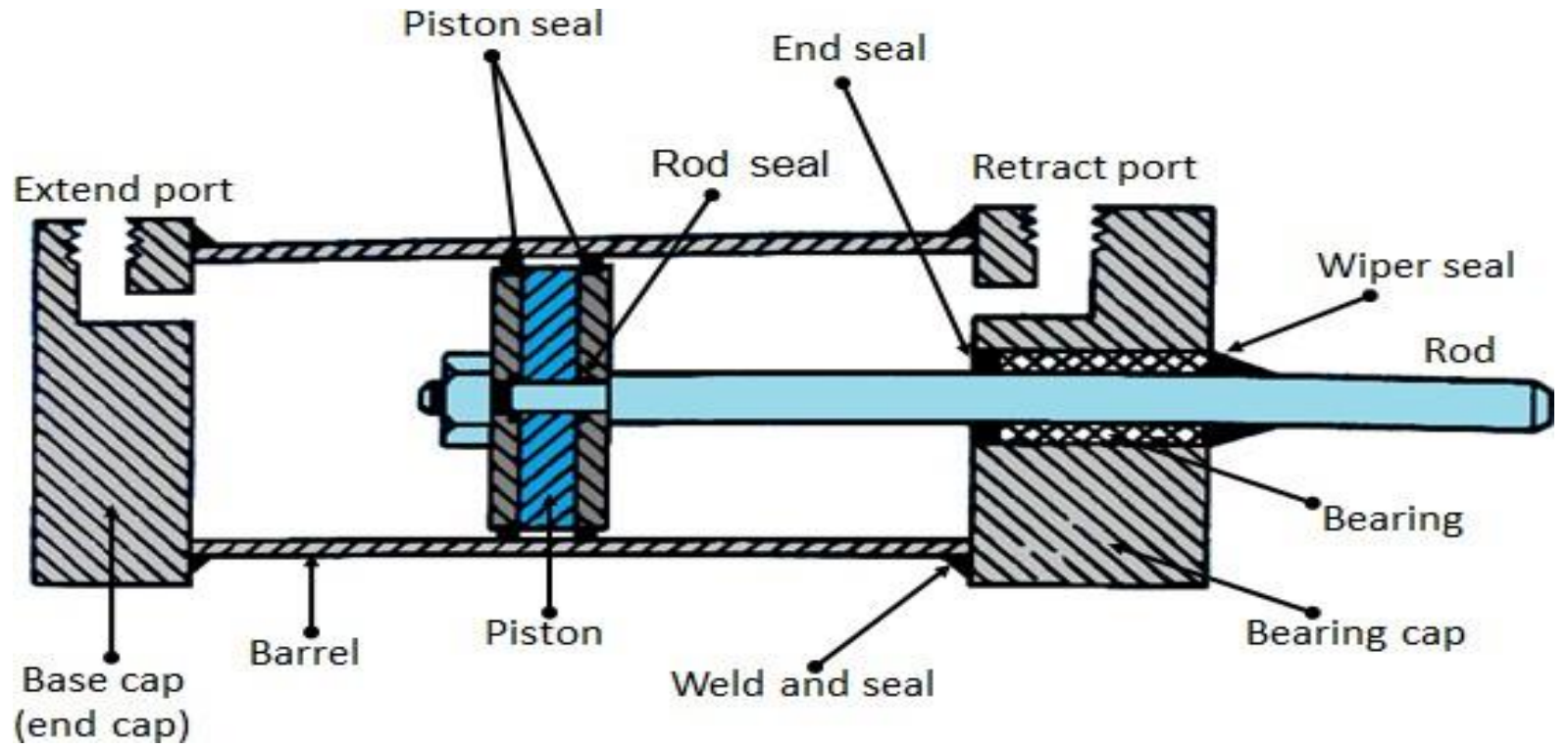
2. Double acting cylinder



a) Double acting cylinder



(b) Pneumatic symbol of a double acting cylinder



Double acting cylinder

- **The main parts of a hydraulic double acting cylinder are: piston, piston rod, cylinder tube, and end caps.**
- **These are shown in Figure The piston rod is connected to piston head and the other end extends out of the cylinder.**
- **The piston divides the cylinder into two chambers namely the rod end side and piston end side. The seals prevent the leakage of oil between these two chambers. The cylindrical tube is fitted with end caps. The pressurized oil, air enters the cylinder chamber through the ports provided. In the rod end cover plate, a wiper seal is provided to prevent the leakage of oil and entry of the contaminants into the cylinder.**
- **The combination of wiper seal, bearing and sealing ring is called as cartridge assembly. The end caps may be attached to the tube by threaded connection, welded connection or tie rod connection. The piston seal prevents metal to metal contact and wear of piston head and the tube. These seals are replaceable. End cushioning is also provided to prevent the impact with end caps.**

(b) Directional control valve

Directional control valves ensure the flow of air between air ports by opening, closing and switching their internal connections.

Their classification is determined by the number of ports, the number of switching positions, the normal position of the valve and its method of operation.

Common types of directional control valves include 2/2, 3/2, 5/2, etc. The first number represents the number of ports; the second number represents the number of positions.

A directional control valve that has five ports and two positions can be represented by the drawing in Fig. 8, as well as its own unique pneumatic symbol.

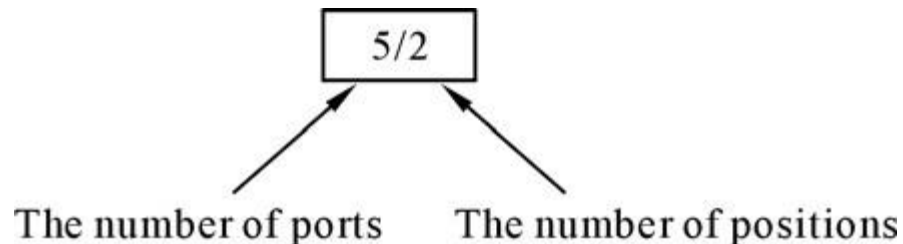


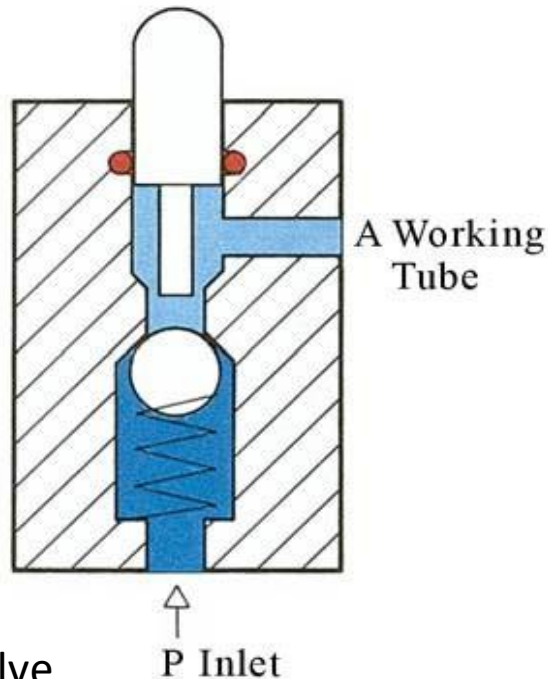
Fig. 8 Describing a 5/2 directional control valve

(i) 2/2 Directional control valve

The 2/2 way valves has two ports and two position (open ,closed).The structure of a 2/2 directional control valve is very simple. It uses the thrust from the spring to open and close the valve, stopping compressed air from flowing towards working tube 'A' from air inlet 'P'. When a force is applied to the control axis, the valve will be pushed open, connecting 'P' with 'A' (Fig.). The force applied to the control axis has to overcome both air pressure and the repulsive force of the spring. The control valve can be driven manually or mechanically, and restored to its original position by the spr



(a) 2/2 directional control valve



(b) Cross section



(c) Pneumatic symbol of a 2/2 directional control valve

(ii) 3/2 Directional control valve

A 3/2 directional control valve can be used to control a single acting cylinder (Fig. 10). The open valves in the middle will close until 'P' and 'A' are connected together. Then another valve will open the sealed base between 'A' and 'R' (exhaust). The valves can be driven manually, mechanically, electrically or pneumatically. 3/2 directional control valves can further be divided into two classes: Normally open type (N.O.) and normally closed type (N.C.) (Fig. 11).

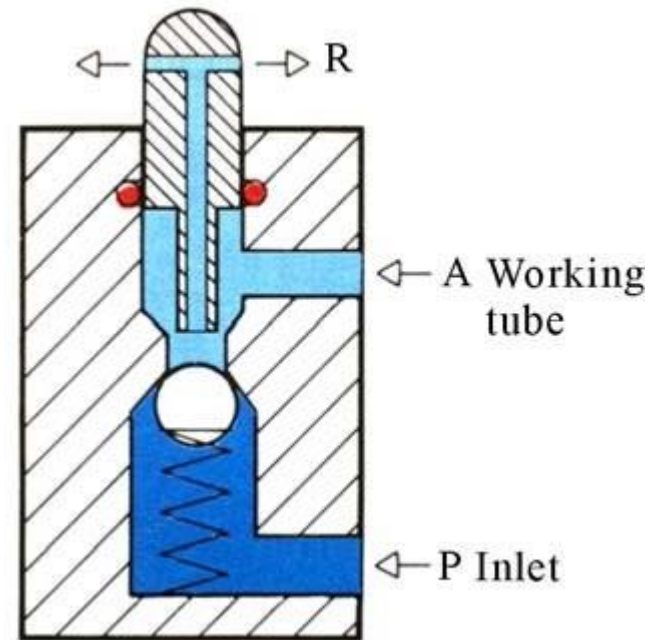


Fig. 10 (a) 3/2 directional control valve (b) Cross section

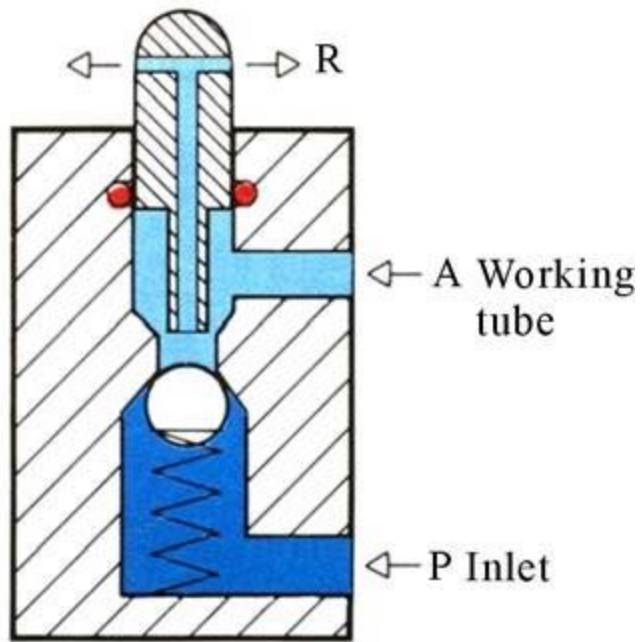
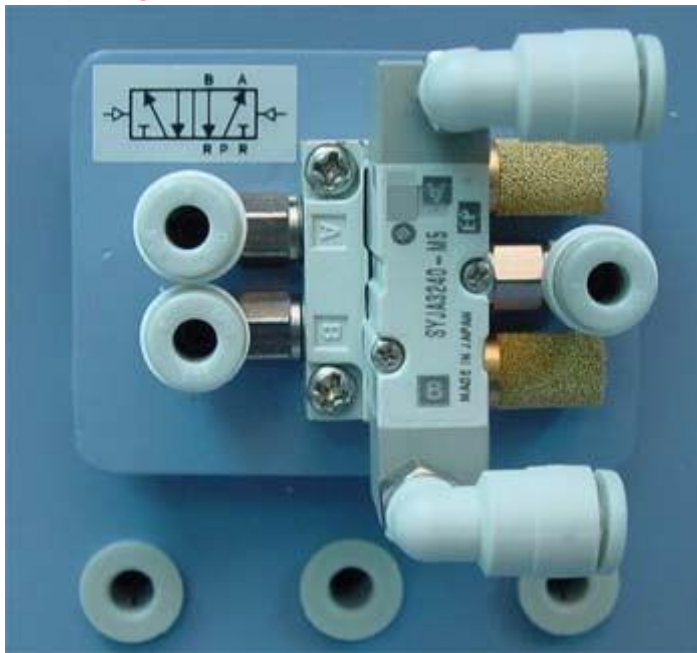
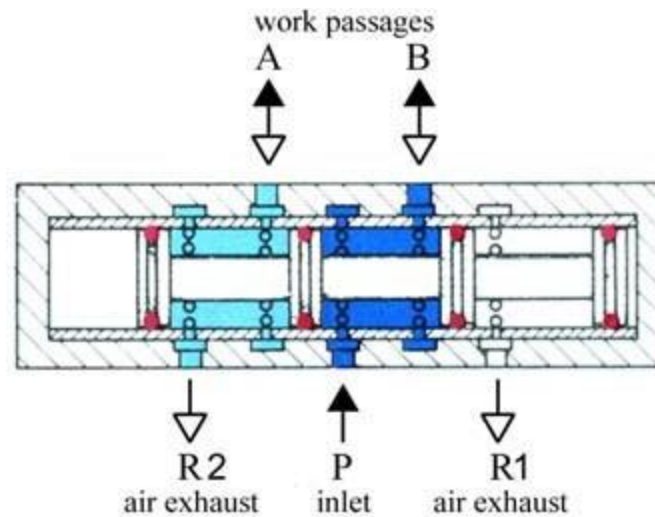


Fig. 11 Pneumatic symbols

(iii) 5/2 Directional control valve



(a) 5/2 directional control valve



b) Cross section



(c) Pneumatic symbol

When a pressure pulse is input into the pressure control port 'P', the spool will move to the left, connecting inlet 'P' and work passage 'B'. Work passage 'A' will then make a release of air through 'R1' and 'R2'. The directional valves will remain in this operational position until signals of the contrary are received. Therefore, this type of directional control valves is said to have the function of 'memory'.

(c) Control valve

A control valve is a valve that controls the flow of air. Examples include non-return valves, flow control valves, shuttle valves, etc.

(i) Non-return valve

A non-return valve allows air to flow in one direction only. When air flows in the opposite direction, the valve will close. Another name for non-return valve is poppet valve (Fig. 13).

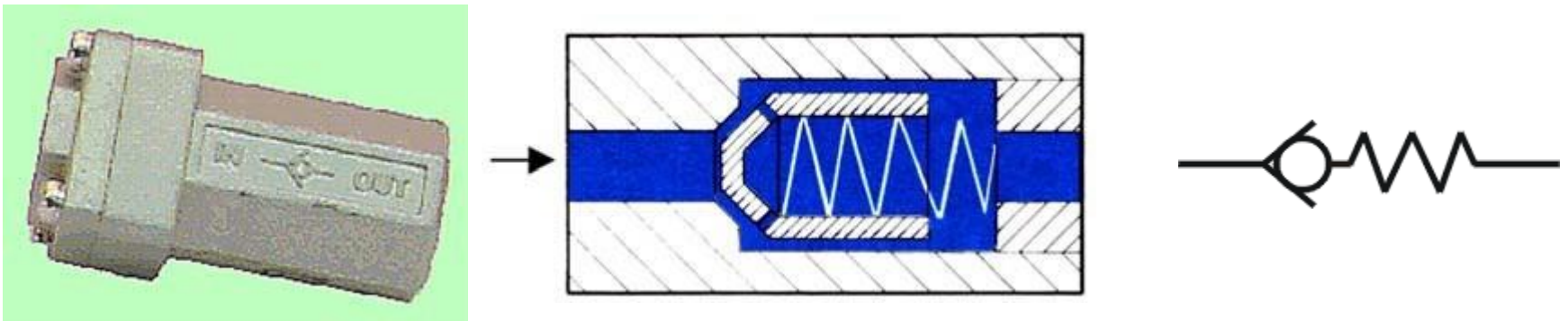


Fig. 13 (a) Non-return valve (b) Cross section (c) Pneumatic symbol

(ii) Flow control valve

A flow control valve is formed by a non-return valve and a variable throttle (Fig. 14).

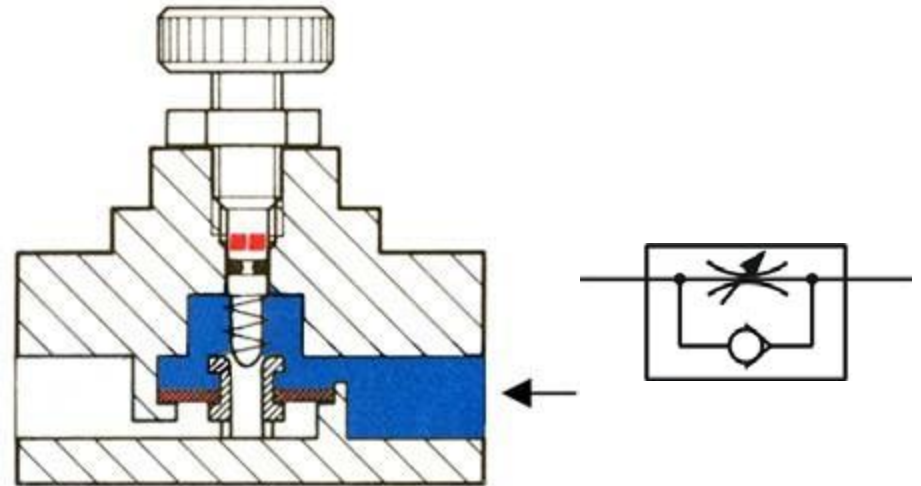


Fig. 14 (a) Flow control valve (b) Cross section (c) Pneumatic symbol

(iii) Shuttle valve

Shuttle valves are also known as double control or single control non-return valves. A shuttle valve has two air inlets 'P1' and 'P2' and one air outlet 'A'. When compressed air enters through 'P1', the sphere will seal and block the other inlet 'P2'. Air can then flow from 'P1' to 'A'. When the contrary happens, the sphere will block inlet 'P1', allowing air to flow from 'P2' to 'A' only.

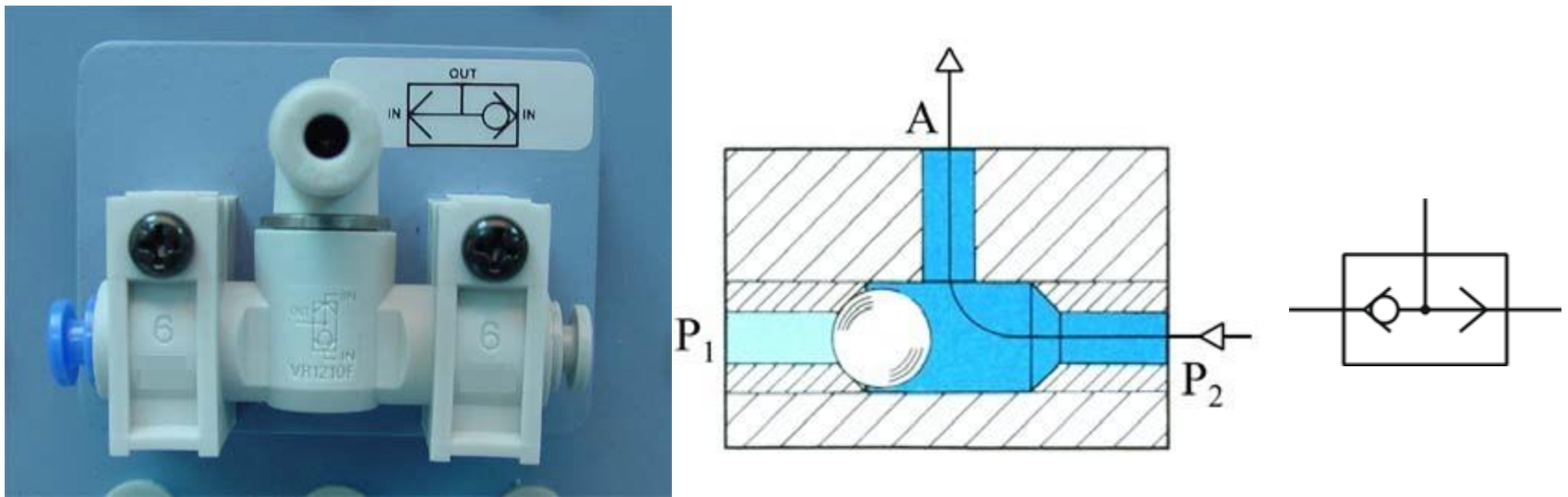
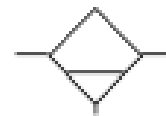


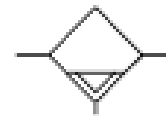
Fig. 15 (a) Shuttle valve (b) Cross section (c) Pneumatic symbol

Conditioners

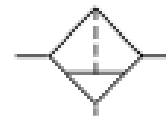
- **Water separator with manual drain**



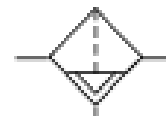
- **Water separator with automatic drain**



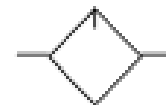
- **Filter with manual drain**



- **Filter with automatic drain**

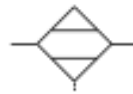


- **Lubricator**

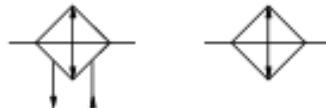


Conditioners

- **Dryer**



- **Cooler with and without coolant flow lines**



- **Heater**

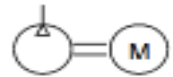


- **Combined heater / cooler**



Plant

- **Compressor and electric motor**



- **Air receiver**



- **Isolating valve**



- **Air inlet filter**

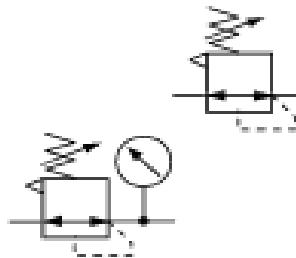


Pressure regulators

- A pressure regulator symbol represents a normal state with the spring holding the regulator valve open to connect the supply to the outlet.
- The dotted line represents the feedback, this opposes the spring and can vary the flow through the valve from full flow, through shut off, to exhaust. The symbol is usually drawn in only this one state. The flow path can be imagined to hinge at the right hand end to first shut off the supply then connect to the exhaust.

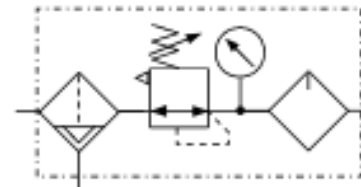
- Adjustable Regulator simplified

- Adjustable Regulator with pressure gauge simplified



Filter Regulator Lubricator

- FRL Combined unit



- FRL Simplified symbol



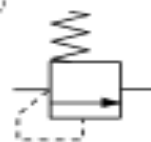
Pressure relief valves

- A pressure relief valve symbol represents a normal state with the spring holding the valve closed.
- The dotted line represents feed-forward, this opposes the spring and can be imagined to lift the flow path. When the pressure reaches an excess value the flow path will line up with the ports and flow air to relief.

- Adjustable relief valve simplified

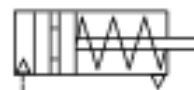
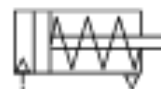


- Preset relief valve simplified



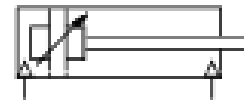
Single acting

- Single acting sprung instroked
- Single acting sprung outstroked
- Single acting sprung instroked magnetic *
- Single acting sprung outstroked magnetic *

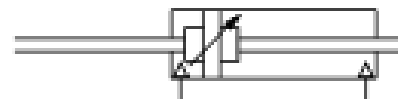


Double acting

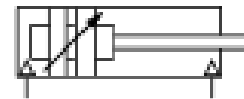
- Double acting adjustable cushions



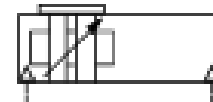
- Double acting through rod



- Double acting magnetic *

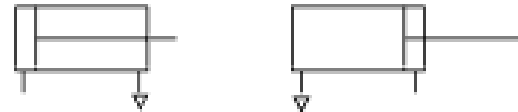


- Double acting rodless *



Simplified cylinder symbols

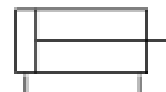
- Single acting load returns



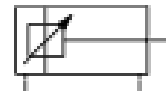
- Single acting spring returns



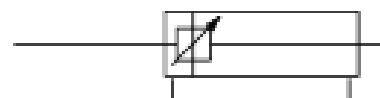
- Double acting non cushioned



- Double acting adjustable cushions



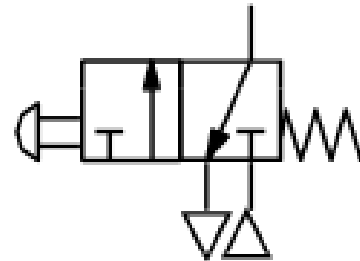
- Double acting through rod



Valve symbol structure

- The operator for a particular state is illustrated against that state

Operated state
produced by
pushing a button



Normal state
produced by
a spring

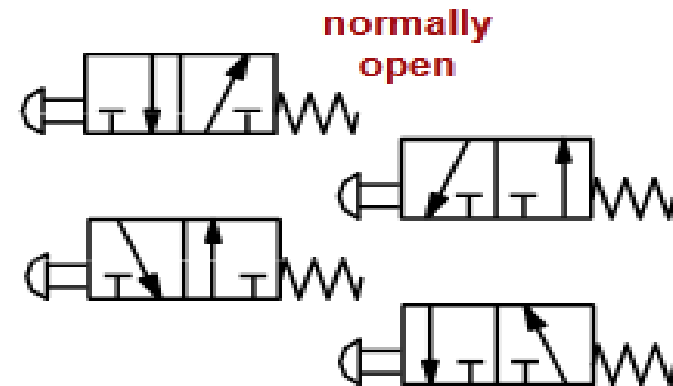
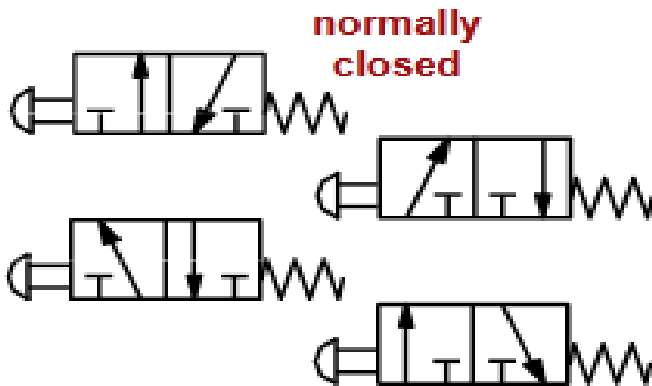
Valve symbol structure

- A 5/2 valve symbol is constructed in a similar way. A picture of the valve flow paths for each of the two states is shown by the two boxes. The 5 ports are normally an inlet, 2 outlets and 2 exhausts



Valve symbol structure

- The boxes can be joined at either end but the operator must be drawn against the state that it produces. The boxes can also be flipped
- A variety of symbol patterns are possible



Valve functions

Basic valves before operators are added

Function 2/2

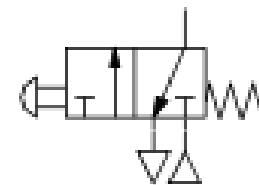
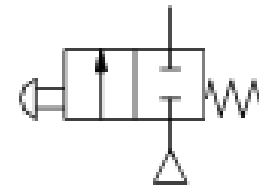


Function 3/2



Examples, push button operated with spring return

Normal position



Valve functions

Basic valves before operators are added

Function 2/2

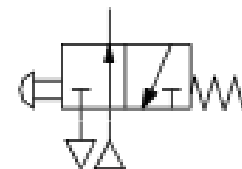
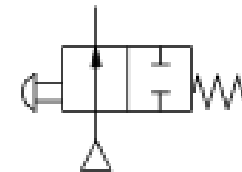


Function 3/2



Examples, push button operated with spring return

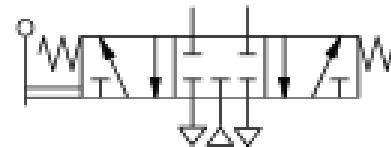
Operated position



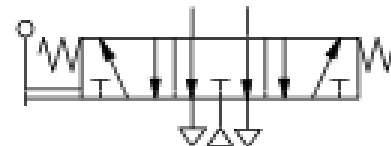
Valves 5/3

- All valves types shown in the **normal position**

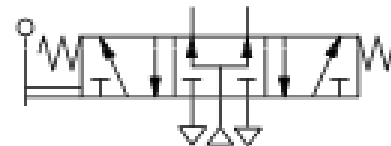
- **Type 1. All ports sealed**



- **Type 2. Outlets to exhaust**



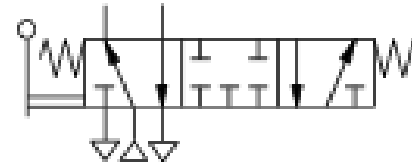
- **Type 3. Supply to outlets**



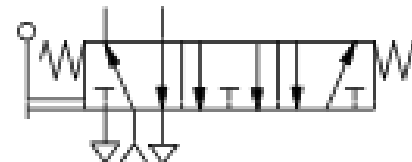
Valves 5/3

- All valves types shown in the **first operated position**

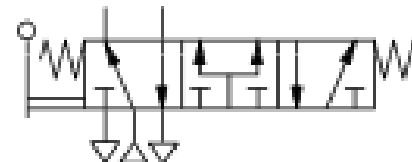
- Type 1. All ports sealed



- Type 2. Outlets to exhaust



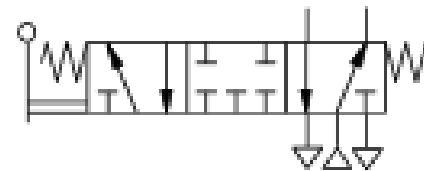
- Type 3. Supply to outlets



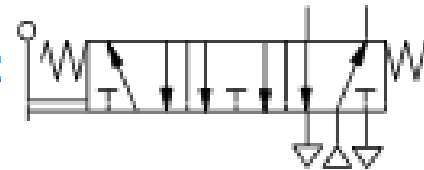
Valves 5/3

- All valves types shown in the **second operated position**

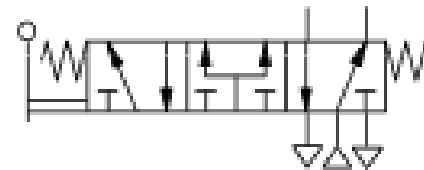
- Type 1. All ports sealed



- Type 2. Outlets to exhaust



- Type 3. Supply to outlets



Manual

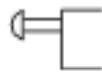
General manual



Lever



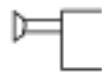
Push button



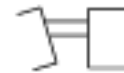
Pedal



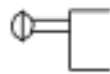
Pull button



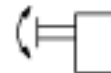
Treadle



Push/pull button



Rotary knob



Valve Symbols, Flow Paths and Ports

2 position, 2
way, 2 ported



2 position, 3
way, 3 ported

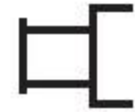


2 position, 4
way, 4 ported

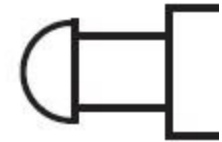


Actuator Symbols

Manual



Push Button



Lever



3 position, 4
way, 4 ported,
Center Closed



Foot Operated



2 position, 4
way, 5 ported



Mechanical



3 position, 4
way, 5 ported



Detent



Simple Pneumatic Valves

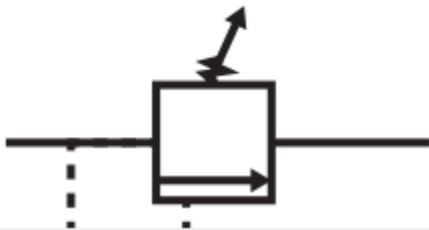
Check Valve



Flow Control, 1 direction



Relief Valve



Solenoid



Internal Pilot



External Pilot



Lines

Main Line



Pilot Line



Piloted
Solenoid *with*
Manual
Override



Piloted
Solenoid *and*
Manual
Override



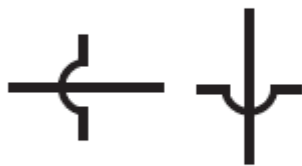
Lever with
Spring



Exhaust Line
or Control Line



Lines Crossing



Lines
Connecting



Solenoid with
Spring Return



Miscellaneous

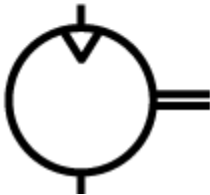
Accumulator



Air Dryer



Air Motor (One Direction Flow)



Differential Pressure



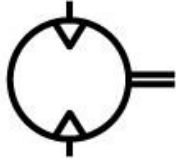
Direction of Flow



Lubricator



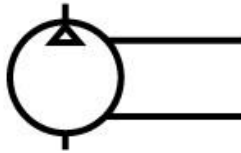
Air Motor (Two Direction Flow)



Check Valve (Spring Loaded)



Compressor



Filter



Filter (Automatic Drain)



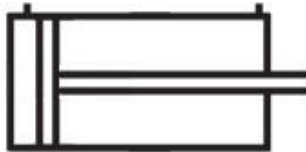
Filter (Manual Drain)



Cylinder (Spring Return)



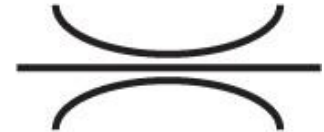
Cylinder Double Acting



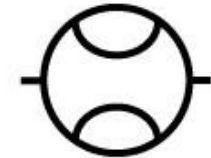
Cylinder Double Acting (Double Rod)



Fixed Restriction



Flow Meter



Cylinder
Double Acting
(Double Rod)



Cylinder
Double Acting
(Single Fixed
Cushion)



Cylinder
Double Acting
(Two
Adjustable
Cushions)



4 Principles of pneumatic control

(a) Pneumatic circuit

Pneumatic control systems can be designed in the form of pneumatic circuits. A pneumatic circuit is formed by various pneumatic components, such as cylinders, directional control valves, flow control valves, etc. Pneumatic circuits have the following functions:

1. To control the injection and release of compressed air in the cylinders.
2. To use one valve to control another valve.

(b) Pneumatic circuit diagram

A pneumatic circuit diagram uses pneumatic symbols to describe its design. Some basic rules must be followed when drawing pneumatic diagrams

(i) Basic rules

1. A pneumatic circuit diagram represents the circuit in static form and assumes there is no supply of pressure. The placement of the pneumatic components on the circuit also follows this assumption.
2. The pneumatic symbol of a directional control valve is formed by one or more squares. The inlet and exhaust are drawn underneath the square, while the outlet is drawn on the top. Each function of the valve (the position of the valve) shall be represented by a square. If there are two or more functions, the squares should be arranged horizontally (Fig. 16).



**Fig 17 3/2 directional control valve
(normally closed type)**

3. Arrows "↓↖" are used to indicate the flow direction of air current. If the external port is not connected to the internal parts, the symbol "⊥" is used. The symbol "⊙" underneath the square represents the air input, while the symbol "∇" represents the exhaust. Fig. 17 shows an example of a typical pneumatic valve.

The pneumatic symbols of operational components should be drawn on the outside of the squares. They can be divided into two classes: mechanical and manual (Fig. 18 and 19).

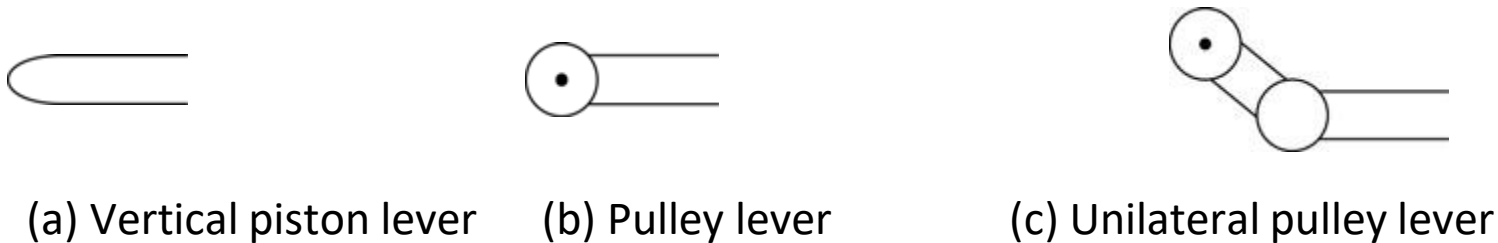


Fig. 18 Mechanically operated pneumatic components

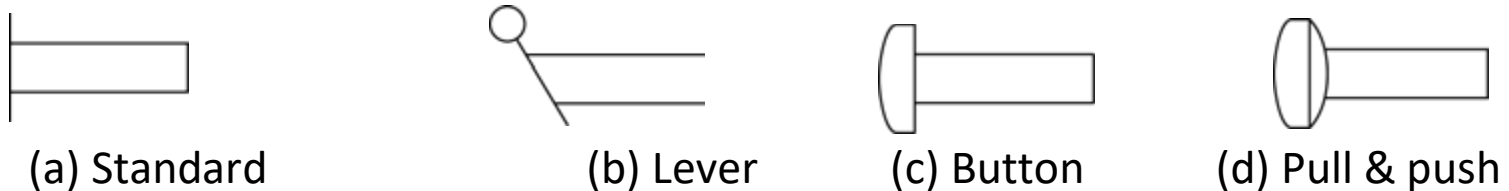


Fig. 19 Manually operated pneumatic components

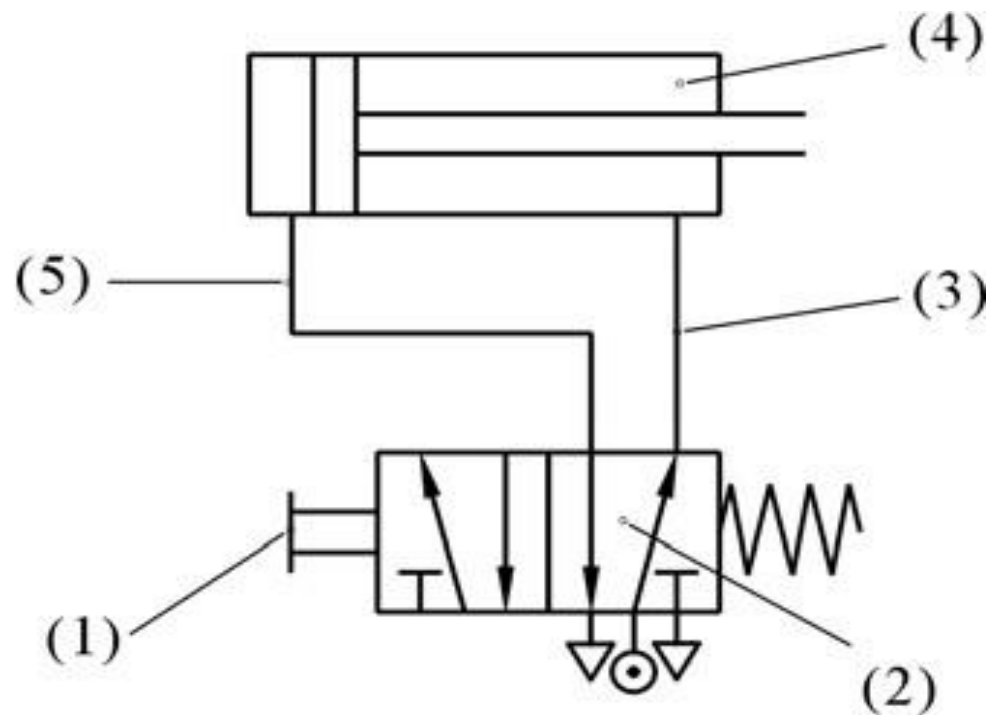
5. Pneumatic operation signal pressure lines should be drawn on one side of the squares, while triangles are used to represent the direction of air flow (Fig. 20).



Fig. 20 Pneumatic operation signal pressure line

(ii) Basic principles

Fig. 21 shows some of the basic principles of drawing pneumatic circuit diagrams, the numbers in the diagram correspond to the following points:



- 1. When the manual switch is not operated, the spring will restore the valve to its original position.**
- 2. From the position of the spring, one can deduce that the block is operating. The other block will not operate until the switch is pushed.**
- 3. Air pressure exists along this line because it is connected to the source of compressed air.**
- 4. As this cylinder cavity and piston rod are under the influence of pressure, the piston rod is in its restored position.**
- 5. The rear cylinder cavity and this line are connected to the exhaust, where air is released.**

(iii) The setting of circuit diagrams

When drawing a complete circuit diagram, one should place the pneumatic components on different levels and positions, so the relations between the components can be expressed clearly. This is called the setting of circuit diagrams.

A circuit diagram is usually divided into three levels: power level, logic level and signal input level (Fig. 22).

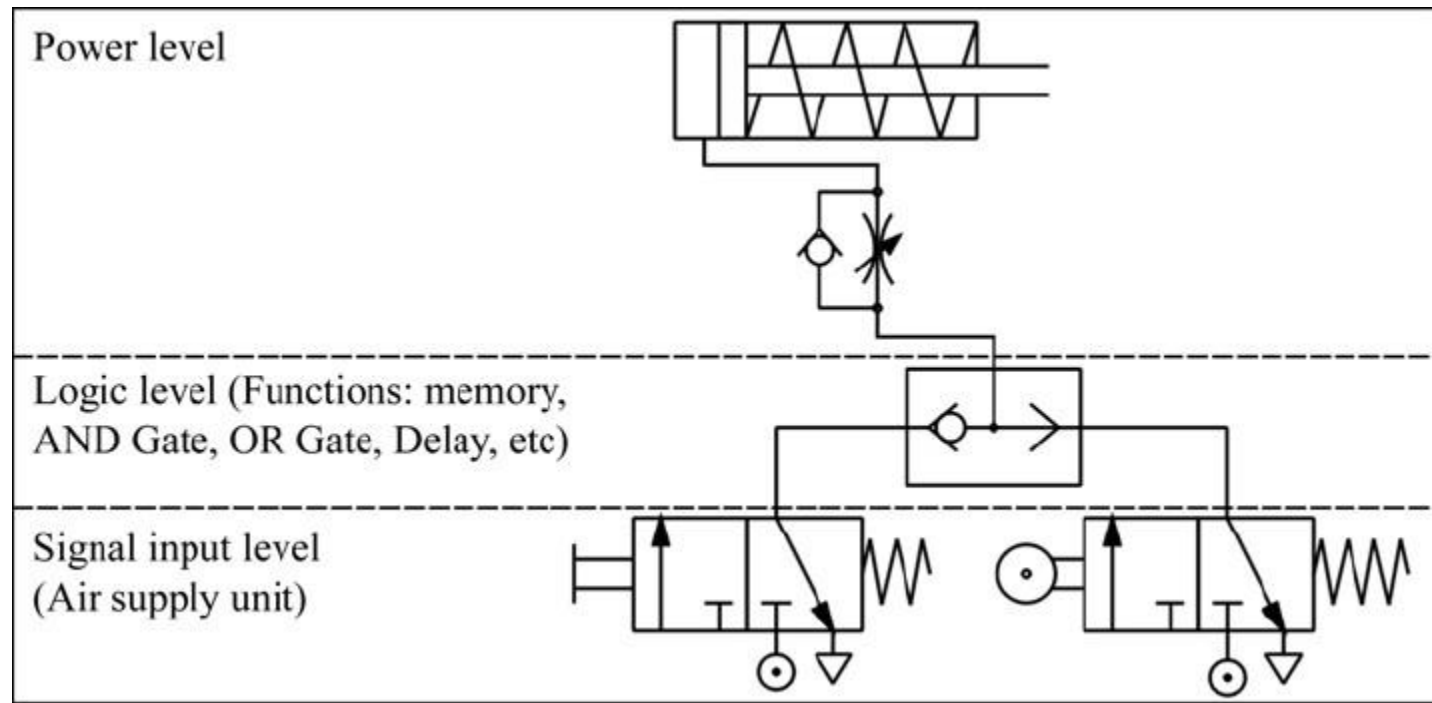
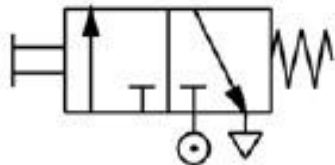


Fig. 22 Power level, logic level and signal input level

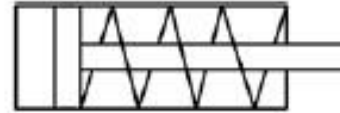
The basic rules of circuit diagram setting are as follows:

1.



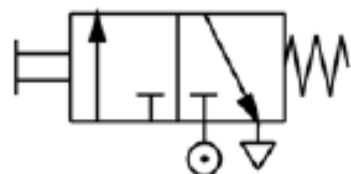
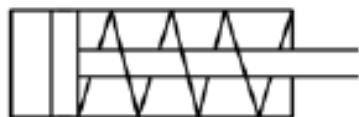
In a pneumatic circuit, the flow of energy is from the bottom to the top. Therefore, the air supply unit should be put at the bottom left corner.

2.



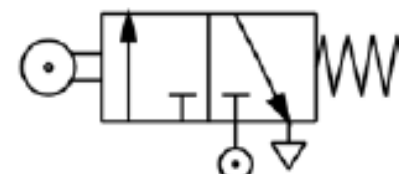
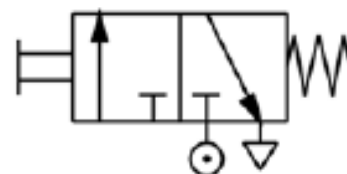
The work cycle should be drawn from left to right. The first operating cylinder should be placed at the upper left corner.

3.



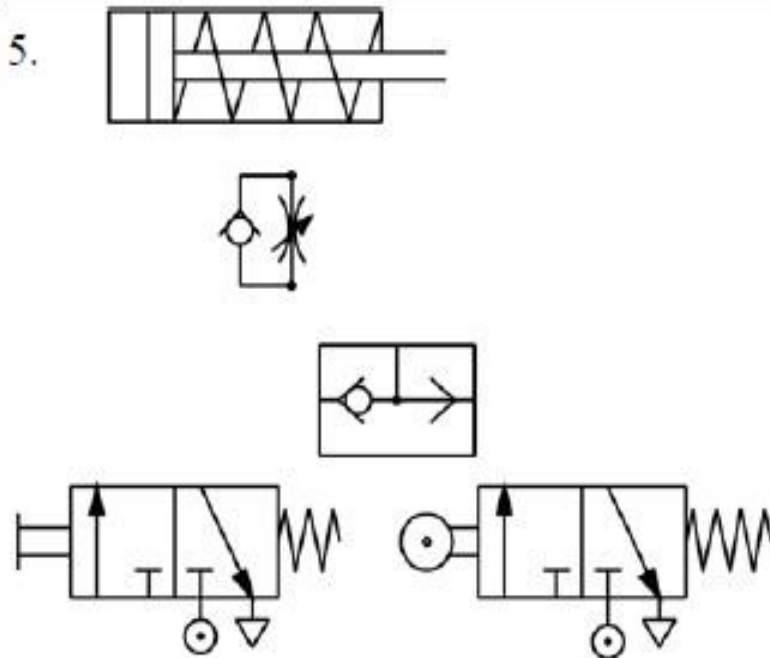
Power control valves should be drawn directly under the cylinder controlled by them, forming a power unit.

4.



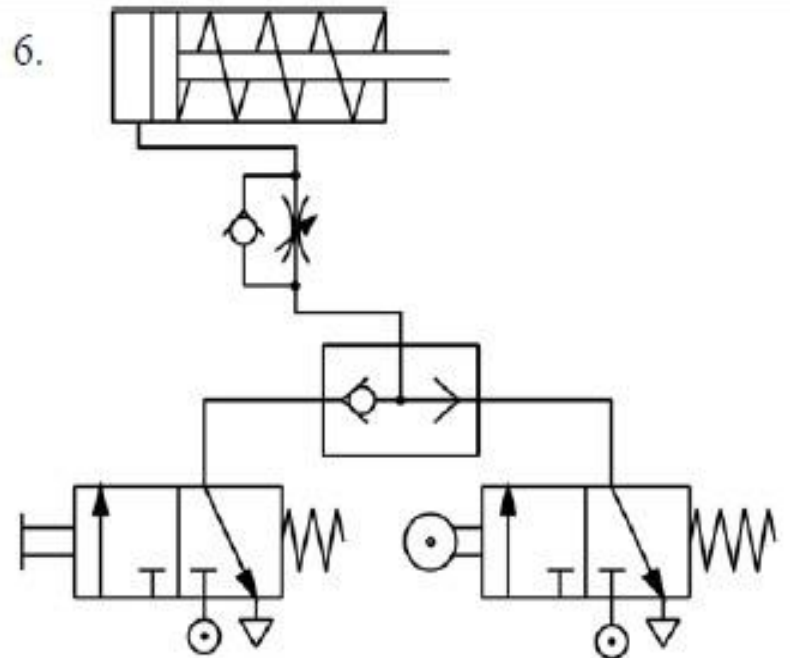
Control cylinders and operational valves (signal components) driven by power control valves should be placed at the lower levels of the diagram.

5.



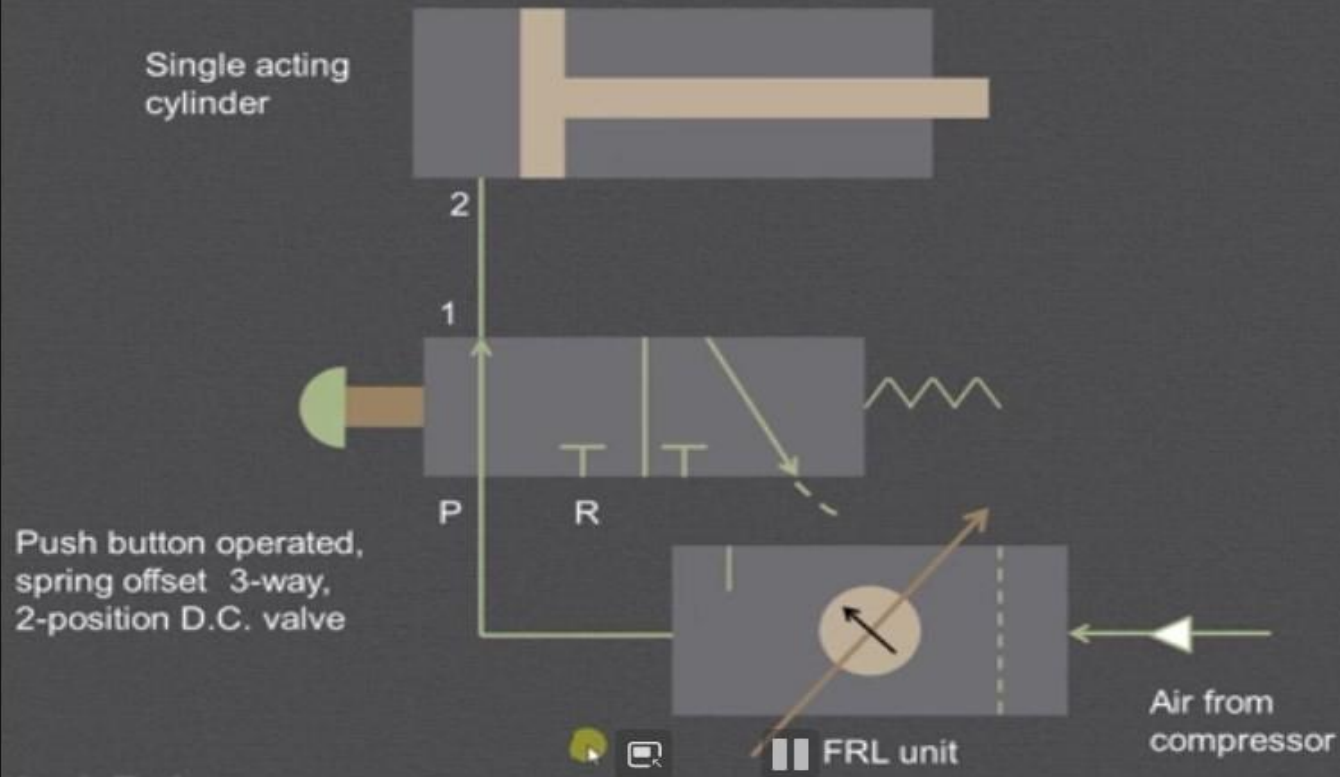
Assistance valves, such as those with logic functions (for example, memory, 'AND', 'OR', 'NOT', delay, etc), can be put between the pneumatic components and the power control valves.

6.



Use the line which represents the connecting pipe to connect all the air supply unit and the pneumatic components to complete the pneumatic circuit. Check carefully the circuit and the logic of the operation before use to avoid any accident.

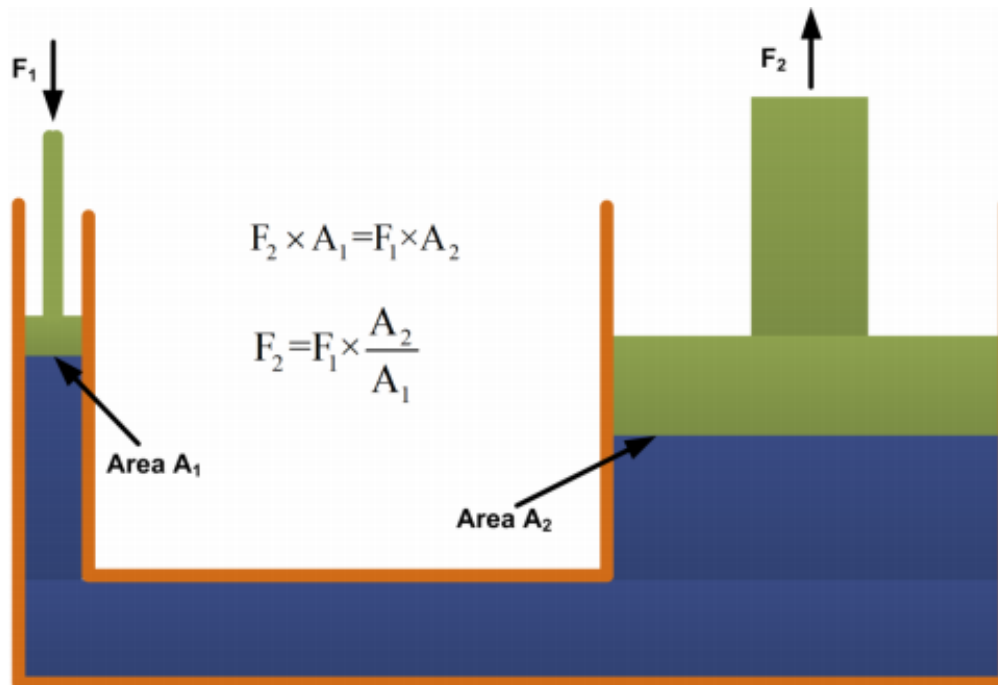
Pneumatic circuit to operate single acting cylinder :



UNIT-5

Hydraulic Systems

Introduction

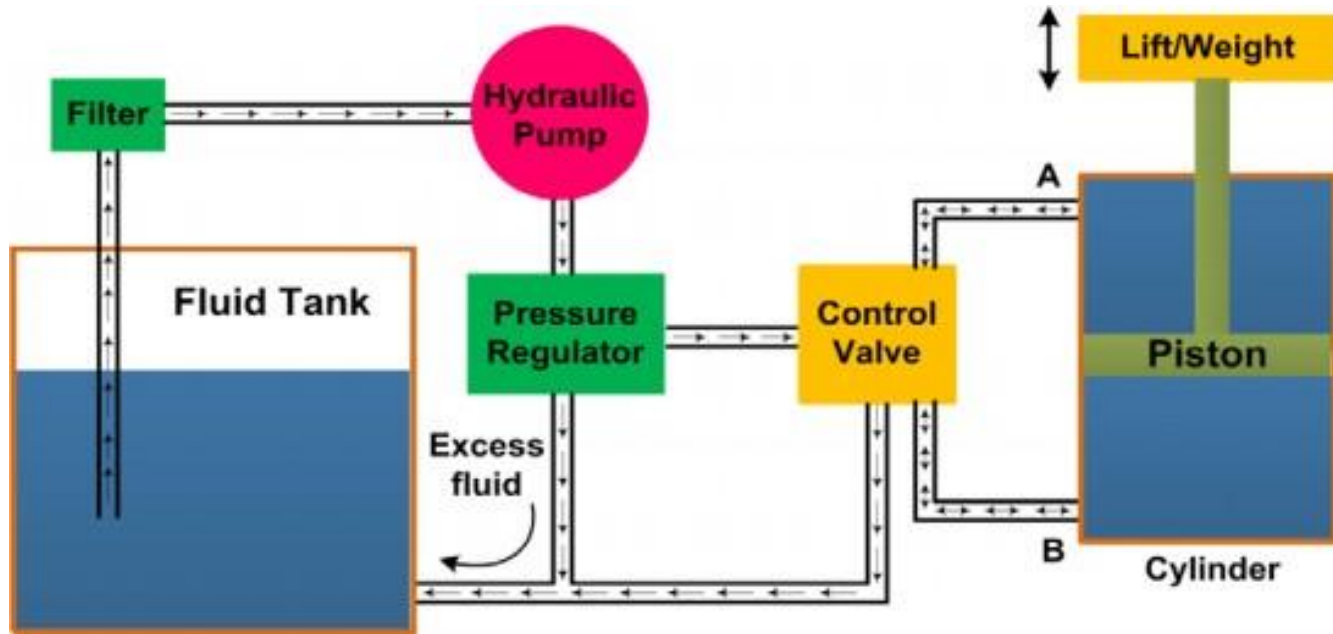


The hydraulic system works on the principle of Pascal's law which says that the pressure in an enclosed fluid is uniform in all the directions. The Pascal's law is illustrated in figure

The force given by fluid is given by the multiplication of pressure and area of cross section. As the pressure is same in all the direction, the smaller piston feels a smaller force and a large piston feels a large force. Therefore, a large force can be generated with smallerforce input by using hydraulic systems.

Hydraulic Systems

The hydraulic systems consists a number of parts for its proper functioning. These include storage tank, filter, hydraulic pump, pressure regulator, control valve, hydraulic cylinder, piston and leak proof fluid flow pipelines. The schematic of a simple hydraulic system is shown in figure 5.1.2



. It consists of:

- a movable piston connected to the output shaft in an enclosed cylinder
- storage tank
- filter
- electric pump
- pressure regulator
- control valve
- leak proof closed loop piping.

The output shaft transfers the motion or force however all other parts help to control the system. The storage/fluid tank is a reservoir for the liquid used as a transmission media. The liquid used is generally high density incompressible oil. It is filtered to remove dust or any other unwanted particles and then pumped by the hydraulic pump. The capacity of pump depends on the hydraulic system design. These pumps generally deliver constant volume in each revolution of the pump shaft. Therefore, the fluid pressure can increase indefinitely at the dead end of the piston until the system fails. The pressure regulator is used to avoid such circumstances which redirect the excess fluid back to the storage tank. The movement of piston is controlled by changing liquid flow from port A and port B. The cylinder movement is controlled by using control valve which directs the fluid flow. The fluid pressure line is connected to the port B to raise the piston and it is connected to port A to lower down the piston. The valve can also stop the fluid flow in any of the port. The leak proof piping is also important due to safety, environmental hazards and economical aspects. Some accessories such as flow control system, travel limit control, electric motor starter and overload protection may also be used in the hydraulic systems which are not shown in figure 5.1.2.

Applications of hydraulic systems

The hydraulic systems are mainly used for precise control of larger forces. The main applications of hydraulic system can be classified in five categories:

1 Industrial: Plastic processing machineries, steel making and primary metal extraction applications, automated production lines, machine tool industries, paper industries, loaders, crushes, textile machineries, R & D equipment and robotic systems etc.

2. Mobile hydraulics: Tractors, irrigation system, earthmoving equipment, material handling equipment, commercial vehicles, tunnel boring equipment, rail equipment, building and construction machineries and drilling rigs etc.

3. Automobiles: It is used in the systems like breaks, shock absorbers, steering system, wind shield, lift and cleaning etc.

4. Marine applications: It mostly covers ocean going vessels, fishing boats and navel equipment.

5. Aerospace equipment: There are equipment and systems used for rudder control, landing gear, breaks, flight control and transmission etc. which are used in airplanes, rockets and spaceships.

Advantages and Disadvantages of Hydraulic system

Advantages

- • The hydraulic system uses incompressible fluid which results in higher efficiency.
- • It delivers consistent power output which is difficult in pneumatic or mechanical drive systems.
- • Hydraulic systems employ high density incompressible fluid. Possibility of leakage is less in hydraulic system as compared to that in pneumatic system. The maintenance cost is less
- • These systems perform well in hot environment conditions

Disadvantages

- • The material of storage tank, piping, cylinder and piston can be corroded with the hydraulic fluid. Therefore one must be careful while selecting materials and hydraulic fluid.
- • The structural weight and size of the system is more which makes it unsuitable for the smaller instruments.
- • The small impurities in the hydraulic fluid can permanently damage the complete system, therefore one should be careful and suitable filter must be installed.
- • The leakage of hydraulic fluid is also a critical issue and suitable prevention method and seals must be adopted.
- • The hydraulic fluids, if not disposed properly, can be harmful to the environment.

Hydraulic Pumps

Classification of Hydraulic Pumps

These are mainly classified into two categories: A. Non-positive displacement pumps B. Positive displacement pumps.

. Non-Positive Displacement Pumps

These pumps are also known as hydro-dynamic pumps. In these pumps the fluid is pressurized by the rotation of the propeller and the fluid pressure is proportional to the rotor speed. These pumps can not withstand high pressures and generally used for low-pressure and high-volume flow applications. The fluid pressure and flow generated due to inertia effect of the fluid. The fluid motion is generated due to rotating propeller. These pumps provide a smooth and continuous flow but the flow output decreases with increase in system resistance (load). The flow output decreases because some of the fluid slip back at higher resistance. The fluid flow is completely stopped at very large system resistance and thus the volumetric efficiency will become zero. Therefore, the flow rate not only depends on the rotational speed but also on the resistance provided by the system. The important advantages of non-positive displacement pumps are lower initial cost, less operating maintenance because of less moving parts, simplicity of operation, higher reliability and suitability with wide range of fluid etc. These pumps are primarily used for transporting fluids and find little use in the hydraulic or fluid power industries. Centrifugal pump is the common example of non-positive displacement pumps. Details have already discussed in the previous lecture.

B. Positive displacement pump

These pumps deliver a constant volume of fluid in a cycle. The discharge quantity per revolution is fixed in these pumps and they produce fluid flow proportional to their displacement and rotor speed. These pumps are used in most of the industrial fluid power applications. The output fluid flow is constant and is independent of the system pressure (load). The important advantage associated with these pumps is that the high-pressure and low-pressure areas (means input and output region) are separated and hence the fluid cannot leak back due to higher pressure at the outlets. These features make the positive displacement pump most suited and universally accepted for hydraulic systems. The important advantages of positive displacement pumps over non-positive displacement pumps include capability to generate high pressures, high volumetric efficiency, high

power to weight ratio, change in efficiency throughout the pressure range is small and wider operating range pressure and speed. The fluid flow rate of these pumps ranges from 0.1 and 15,000 gpm, the pressure head ranges between 10 and 100,000 psi and specific speed is less than 500.

It is important to note that the positive displacement pumps do not produce pressure but they only produce fluid flow. The resistance to output fluid flow generates the pressure. It means that if the discharge port (output) of a positive displacement pump is opened to the atmosphere, then fluid flow will not generate any output pressure above atmospheric pressure. But, if the discharge port is partially blocked, then the pressure will rise due to the increase in fluid flow resistance. If the discharge port of the pump is completely blocked, then an infinite resistance will be generated. This will result in the breakage of the weakest component in the circuit. Therefore, the safety valves are provided in the hydraulic circuits along with positive displacement pumps. Important positive displacement pumps are gears pumps, vane pumps and piston pumps. The details of these pumps are discussed in the following sections.

Gear Pumps

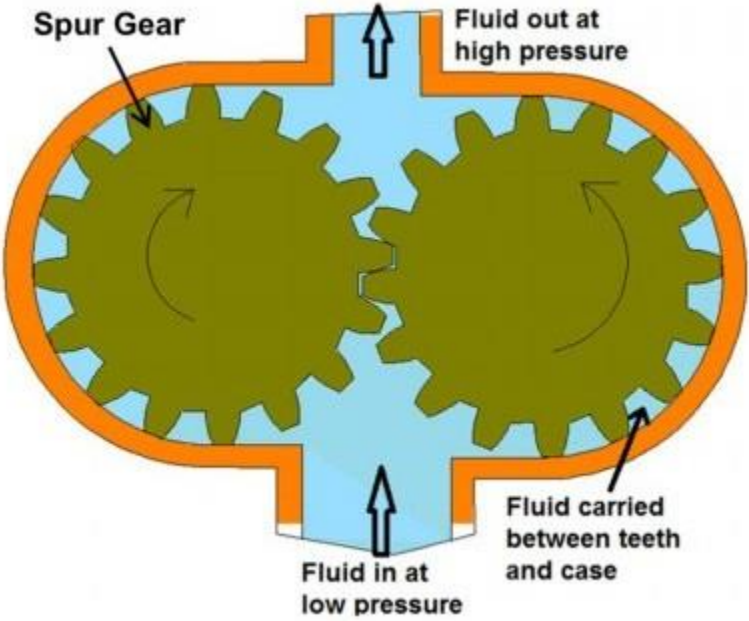
Gear pump is a robust and simple positive displacement pump. It has two meshed gears revolving about their respective axes. These gears are the only moving parts in the pump. They are compact, relatively inexpensive and have few moving parts. The rigid design of the gears and houses allow for very high pressures and the ability to pump highly viscous fluids. They are suitable for a wide range of fluids and offer self-priming performance. Sometimes gear pumps are designed to function as either a motor or a pump. These pump includes helical and herringbone gear sets (instead of spur gears), lobe shaped rotors similar to Roots blowers (commonly used as superchargers), and mechanical designs that allow the stacking of pumps. Based upon the design, the gear pumps are classified as:

- External gear pumps • Internal gear pumps • Gerotor pumps

Generally gear pumps are used to pump:

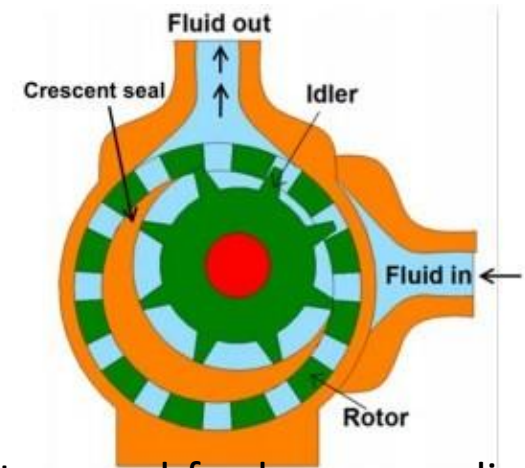
- Petrochemicals: Pure or filled bitumen, pitch, diesel oil, crude oil, lube oil etc.
- Chemicals: Sodium silicate, acids, plastics, mixed chemicals, isocyanates etc.
 - Paint and ink • Resins and adhesives • Pulp and paper: acid, soap, lye, black liquor, kaolin, lime, latex, sludge etc.
- Food: Chocolate, cacao butter, fillers, sugar, vegetable fats and oils, molasses, animal food etc.

External gear pump



The external gear pump consists of externally meshed two gears housed in a pump case as shown in figure 5.2.1. One of the gears is coupled with a prime mover and is called as driving gear and another is called as driven gear. The rotating gear carries the fluid from the tank to the outlet pipe. The suction side is towards the portion where the gear teeth come out of the mesh. When the gears rotate, volume of the chamber expands leading to pressure drop below atmospheric value. Therefore the vacuum is created and the fluid is pushed into the void due to atmospheric pressure. The fluid is trapped between housing and rotating teeth of the gears. The discharge side of pump is towards the portion where the gear teeth run into the mesh and the volume decreases between meshing teeth. The pump has a positive internal seal against leakage; therefore, the fluid is forced into the outlet port. The gear pumps are often equipped with the side wear plate to avoid the leakage. The clearance between gear teeth and housing and between side plate and gear face is very important and plays an important role in preventing leakage. In general, the gap distance is less than 10 micrometers. The amount of fluid discharge is determined by the number of gear teeth, the volume of fluid between each pair of teeth and the speed of rotation. The important drawback of external gear pump is the unbalanced side load on its bearings. It is caused due to high pressure at the outlet and low pressure at the inlet which results in slower speeds and lower pressure ratings in addition to reducing the bearing life. Gear pumps are most commonly used for the hydraulic fluid power applications and are widely used in chemical installations to pump fluid with a certain viscosity

Internal Gear Pump



Internal gear pumps are exceptionally versatile. They are often used for low or medium viscosity fluids such as solvents and fuel oil and wide range of temperature. This is non pulsing, self-priming and can run dry for short periods. It is a variation of the basic gear pump. It comprises of an internal gear, a regular spur gear, a crescent-shaped seal and an external housing. The schematic of internal gear pump is shown in figure 5.2.4. Liquid enters the suction port between the rotor (large exterior gear) and idler (small interior gear) teeth. Liquid travels through the pump between the teeth and crescent. Crescent divides the liquid and acts as a seal between the suction and discharge ports. When the teeth mesh on the side opposite to the crescent seal, the fluid is forced out through the discharge port of the pump. This clearance between gears can be adjusted to accommodate high temperature, to handle high viscosity fluids and to accommodate the wear. These pumps are bi-rotational so that they can be used to load and unload the vessels. As these pumps have only two moving parts and one stuffing box, therefore they are reliable, simple to operate and easy to maintain. However, these pumps are not suitable for high speed and high pressure applications. Only one bearing is used in the pump therefore overhung load on shaft bearing reduces the life of the bearing.

Applications Some common internal gear pump applications are:

- All varieties of fuel oil and lube oil
 - Resins and Polymers
- Alcohols and solvents
 - Asphalt, Bitumen, and Tar
 - Polyurethane foam (Isocyanate and polyol)
- Food products such as corn syrup, chocolate, and peanut butter
 - Paint, inks, and pigments
 - Soaps and surfactants
- Glycol

IMPORTANT QUESTION AND ANSWER

1. Write basic component Pneumatic system

Air filters: These are used to filter out the contaminants from the air.

Compressor: Compressed air is generated by using air compressors. Air compressors are either diesel or electrically operated. Based on the requirement of compressed air, suitable capacity compressors may be used.

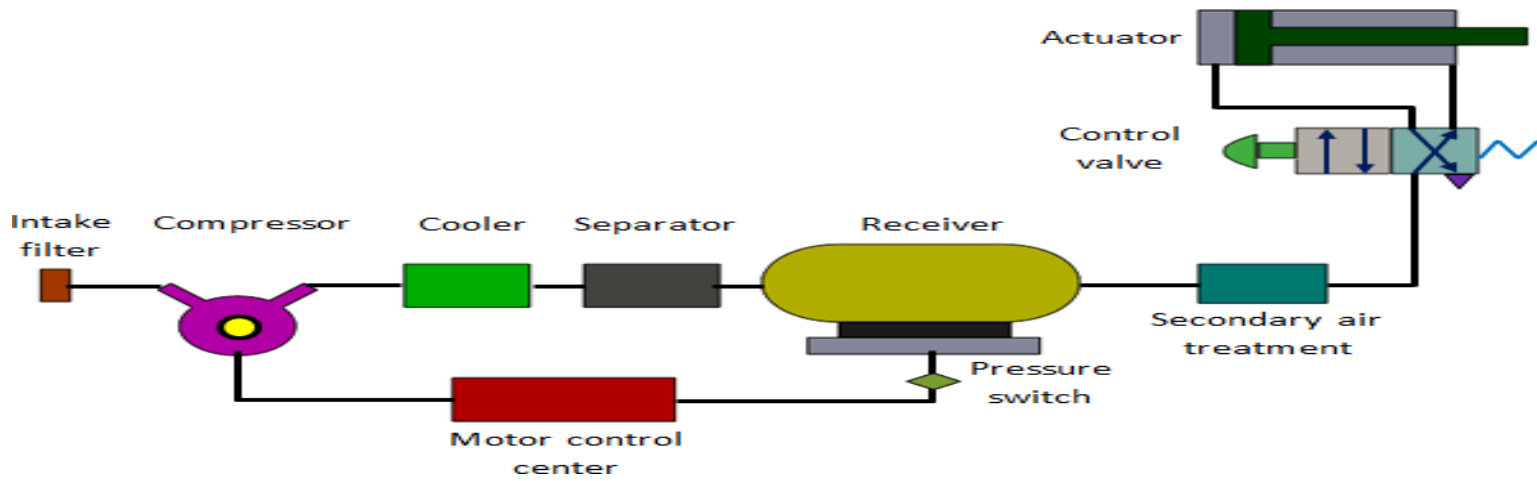
Air cooler: During compression operation, air temperature increases. Therefore coolers are used to reduce the temperature of the compressed air.

Dryer: The water vapour or moisture in the air is separated from the air by using a dryer.

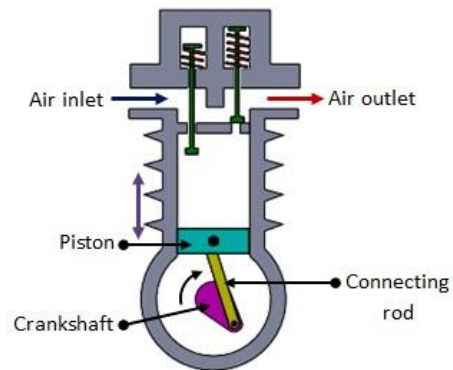
Control Valves: Control valves are used to regulate, control and monitor for control of direction flow, pressure etc.

Air Actuator: Air cylinders and motors are used to obtain the required movements of mechanical elements of pneumatic system.

Electric Motor: Transforms electrical energy into mechanical energy. It is used to drive the

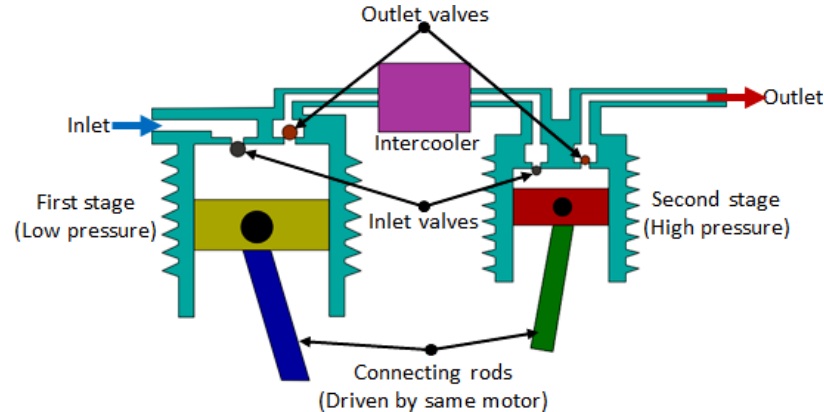


2. Write short note about Piston compressor



Piston compressors are commonly used in pneumatic systems. The simplest form is single cylinder compressor . It produces one pulse of air per piston stroke. As the piston moves down during the inlet stroke the inlet valve opens and air is drawn into the cylinder. As the piston moves up the inlet valve closes and the exhaust valve opens which allows the air to be expelled. The valves are spring loaded. The single cylinder compressor gives significant amount of pressure pulses at the outlet port. The pressure developed is about 3-40 bar.

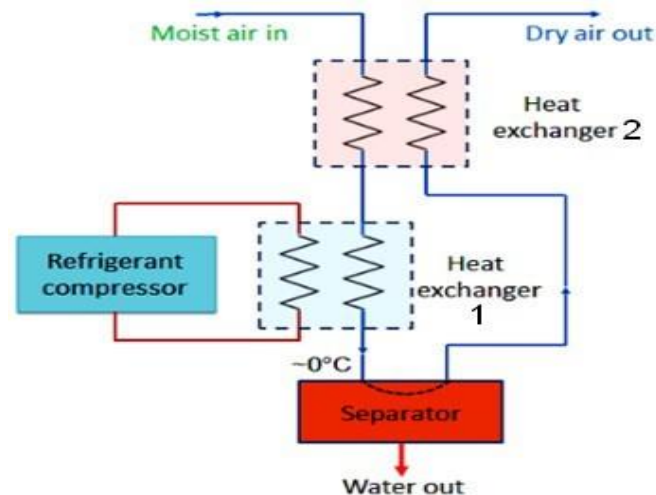
3. Write Short note about Multi stage compressor



As the pressure of the air increases, its temperature rises. It is essential to reduce the air temperature to avoid damage of compressor and other mechanical elements. The multistage compressor with intercooler in-between is shown

in Figure . It is used to reduce the temperature of compressed air during the compression stages. The inter- cooling reduces the volume of air which used to increase due to heat. The compressed air from the first stage enters the intercooler where it is cooled. This air is given as input to the second stage where it is compressed again. The multistage compressor can develop a pressure of around 50bar.

4. Write short note about refrigerated drier



The filter cartridge is made of sintered brass. The schematic of

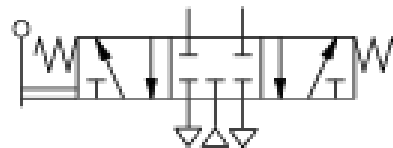
the filter is shown in Fig . The thickness of sintered cartridge provides random zigzag passage for the air to flow-in which helps in arresting the solid particles. The air entering the filter swirls around due to the deflector cone. The centrifugal action causes the large contaminants and water vapour to be flung out, which hit the glass bowl and get collected at the bottom. A baffle plate is provided to prevent the turbulent air from splashing the water into the filter cartridge. At the bottom of the filter bowl there is a drain plug which can be opened manually to drain off the settled water and solid particles.

5. Draw sketch of 5/3 valve

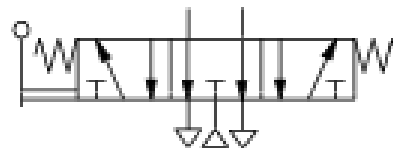
Valves 5/3

- All valves types shown in the **normal position**

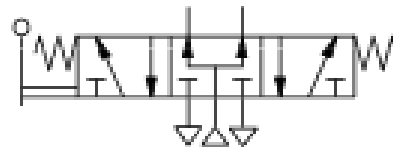
- **Type 1. All ports sealed**



- **Type 2. Outlets to exhaust**



- **Type 3. Supply to outlets**



6. Write Advantages & Disadvantages of hydraulic system

Advantages

- • The hydraulic system uses incompressible fluid which results in higher efficiency.
- • It delivers consistent power output which is difficult in pneumatic or mechanical drive systems.
- • Hydraulic systems employ high density incompressible fluid. Possibility of leakage is less in hydraulic system as compared to that in pneumatic system. The maintenance cost is less
- • These systems perform well in hot environment conditions

Disadvantages

- • The material of storage tank, piping, cylinder and piston can be corroded with the hydraulic fluid. Therefore one must be careful while selecting materials and hydraulic fluid.
- • The structural weight and size of the system is more which makes it unsuitable for the smaller instruments.
- • The small impurities in the hydraulic fluid can permanently damage the complete system, therefore one should be careful and suitable filter must be installed.
- • The leakage of hydraulic fluid is also a critical issue and suitable prevention method and seals must be adopted.
- • The hydraulic fluids, if not disposed properly, can be harmful to the environment.

7. Write application of hydraulic system

The main applications of hydraulic system can be classified in five categories:

Industrial: Plastic processing machineries, steel making and primary metal extraction applications, automated production lines, machine tool industries, paper industries, loaders, crushers, textile machineries, R & D equipment and robotic systems etc.

Mobile hydraulics: Tractors, irrigation system, earthmoving equipment, material handling equipment, commercial vehicles, tunnel boring equipment, rail equipment, building and construction machineries and drilling rigs etc.

Automobiles: It is used in the systems like breaks, shock absorbers, steering system, wind shield, lift and cleaning etc.

- **Marine applications:** It mostly covers ocean going vessels, fishing boats and navel equipment.

Aerospace equipment: There are equipment and systems used for rudder control, landing gear, breaks, flight control and transmission etc. which are

Gear pump is a robust and simple positive displacement pump. It has two meshed gears revolving about their respective axes. These gears are the only moving parts in the pump. They are compact, relatively inexpensive and have few moving parts. The rigid design of the gears and houses allow for very high pressures and the ability to pump highly viscous fluids. They are suitable for a wide range of fluids and offer self-priming performance. Sometimes gear pumps are designed to function as either a motor or a pump. These pump includes helical and herringbone gear sets (instead of spur gears), lobe shaped rotors similar to Roots blowers (commonly used as superchargers), and mechanical designs that allow the stacking of pumps. Based upon the design, the gear pumps are classified as:

- External gear pumps • Internal gear pumps • Gerotor pumps

Generally gear pumps are used to pump:

- Petrochemicals: Pure or filled bitumen, pitch, diesel oil, crude oil, lube oil etc.
- Chemicals: Sodium silicate, acids, plastics, mixed chemicals, isocyanates etc.
- Paint and ink • Resins and adhesives • Pulp and paper: acid, soap, lye,

black liquor, kaolin, lime, latex, sludge etc.

- Food: Chocolate, cacao butter, fillers, sugar, vegetable fats and oils, molasses, animal food etc.

8. Write about relief valve

