

ENERGY LOSS COEFFICIENTS k_i IN A DISPLACEMENT PUMP AND HYDRAULIC MOTOR USED IN HYDROSTATIC DRIVES

Agnieszka Maczyszyn

Gdańsk University of Technology, Poland

ABSTRACT

The article aims at defining and analysing the energy loss coefficients in design solutions of rotating displacement machines, with a piston machine as an example. The energy losses observed in these machines include mechanical loss, volumetric loss, and pressure loss. The scale and relations between these losses in different machines depend on machine design and manufacturing quality, and on operating parameters. The operating parameters, in turn, which affect directly or indirectly the above losses depend on whether the machine works in pump or hydraulic motor regime. The article is also a contribution to the development of a library of k_i coefficients which define the losses in displacement machines, as the knowledge about these coefficients makes it possible to assess fast and easily the energy efficiency of a machine or drive system at each point of its working area.

Keywords: hydrostatic drive, energy loss rate, pump, hydraulic motor, energy loss coefficients

INTRODUCTION

The motivation for developing a library of k_i coefficients defining energy losses in displacement machines was creating the opportunity for fast and easy efficiency assessment of a machine or drive system at each point of its working area (Fig. 1).

In articles [4 ÷ 7], the author has analysed the structure of losses generated in a hydraulic motor as a function of other, loss independent parameters. Fig. 2 presents the loss increase in the direction opposite to that of power flow. It was mentioned in these articles that assessing the energy efficiency of a motor requires prior accurate assessments of mechanical loss, volumetric loss, and pressure loss. In turn, to assess accurately these losses, they should be made depended on relevant parameters which directly determine their scale.

The drive system is not decisive for conditions in which the driven device works. On the contrary, it is the driven device or mechanism which determines the real load or speed of the hydraulic motor used in the hydrostatic drive system. The control structure (of volumetric or throttling type) used for

controlling the hydraulic motor speed should allow the motor to reach the speed required by the driven device.

Working conditions of the device change in time, as a result of loss changes, among other causes [10, 11, 13–15]. Consequently, the working conditions of the hydrostatic system used as the drive also change.

Changes of working parameters of the hydrostatic system are limited by maximal parameter values. In Fig. 1, these maximal values are marked as boundaries of the working area of the system (illustrated by maximal values of motor speed coefficient $\bar{\omega}_{Mmax}$ and motor load coefficient \bar{M}_{Mmax}).

Working conditions of the device can change within the full range of changes of the motor speed coefficient $\bar{\omega}_M$ and motor load coefficient \bar{M}_M . The area of changes of these coefficients is limited by the inequalities: $0 \leq \bar{\omega}_M < \bar{\omega}_{Mmax}$ and $0 \leq \bar{M}_M < \bar{M}_{Mmax}$.

The goal of hydrostatic system operation is to meet power requirements of the driven device or machine in the entire range of its working area. It is assumed that the machine can work at each point of the working area, hence the information about its energy efficiency in newly created conditions is

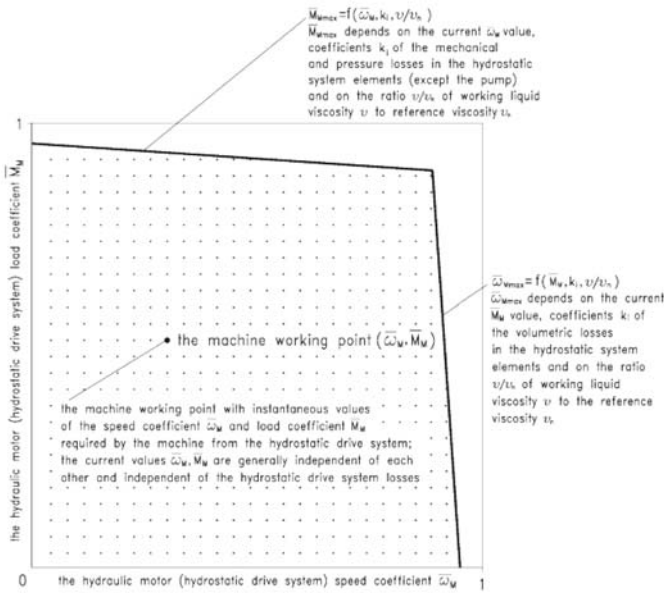


Fig. 1. The range of drive motor speed coefficient $\bar{\omega}_M$ and motor load coefficient \bar{M}_M ($0 \leq \bar{\omega}_M < \bar{\omega}_{Mmax}$, $0 \leq \bar{M}_M < \bar{M}_{Mmax}$) in a hydrostatic drive system [9]

important. In practice, however, this information is not available for a machine or system user.

To find the range of the working area of the hydrostatic system driving a machine, we should determine the maximal values of the motor speed coefficient $\bar{\omega}_{Mmax}$ and motor load coefficient \bar{M}_{Mmax} . The value of $\bar{\omega}_{Mmax} = f(\bar{M}_M, k_i, \frac{v}{v_n})$ depends on the current value of the motor load coefficient \bar{M}_M , the volumetric loss coefficients k_i in hydrostatic system elements, and the current ratio v/v_n between the working medium viscosity v and the reference viscosity v_n . In turn, the value of $\bar{M}_{Mmax} = f(\bar{\omega}_M, k_i, \frac{v}{v_n})$ depends on the current value of the motor speed coefficient $\bar{\omega}_M$, the mechanical and pressure loss coefficients k_i in hydrostatic system elements (excluding pump), and the current ratio v/v_n between the working medium viscosity v and the reference viscosity v_n .

To perform the energy balance in the displacement machine (pump or hydraulic motor) used in a hydrostatic drive system, we should add the energy loss rate to the useful (output) power, (see Fig. 2), as it is the output power parameters which are decisive for individual energy loss rates [8].

It is noteworthy that the maximal values of the motor speed coefficient $\bar{\omega}_{Mmax}$ and the motor load coefficient \bar{M}_{Mmax} , which define the boundaries of the system's working area, depend on the parameters of the displacement machines used in the system. They also depend on the control structure applied for controlling the hydraulic motor speed, and on losses generated in the remaining elements of the system.

METHODS TO DETERMINE k_i COEFFICIENTS AND "A" EXPONENTS DESCRIBING THE EFFECT OF INDIVIDUAL PARAMETERS ON ENERGY LOSSES

According to the theory by Z. Paszota [9], the basis for describing losses and energy efficiency of a displacement machine (pump, rotating hydraulic motor) is the diagram of power increase in the drive system in the direction opposite to the power flow direction, (Fig. 2).

The presented formulas make it possible to calculate the value of each individual loss generated in a rotating displacement machine. These formulas contain selected energy loss coefficients k_i , and "a" exponents that describe the effect of individual parameters on energy losses.

MODEL OF VOLUMETRIC LOSS IN PUMP AND HYDRAULIC MOTOR

The mathematical model of volumetric loss in pump which takes into account the dependence of the volumetric

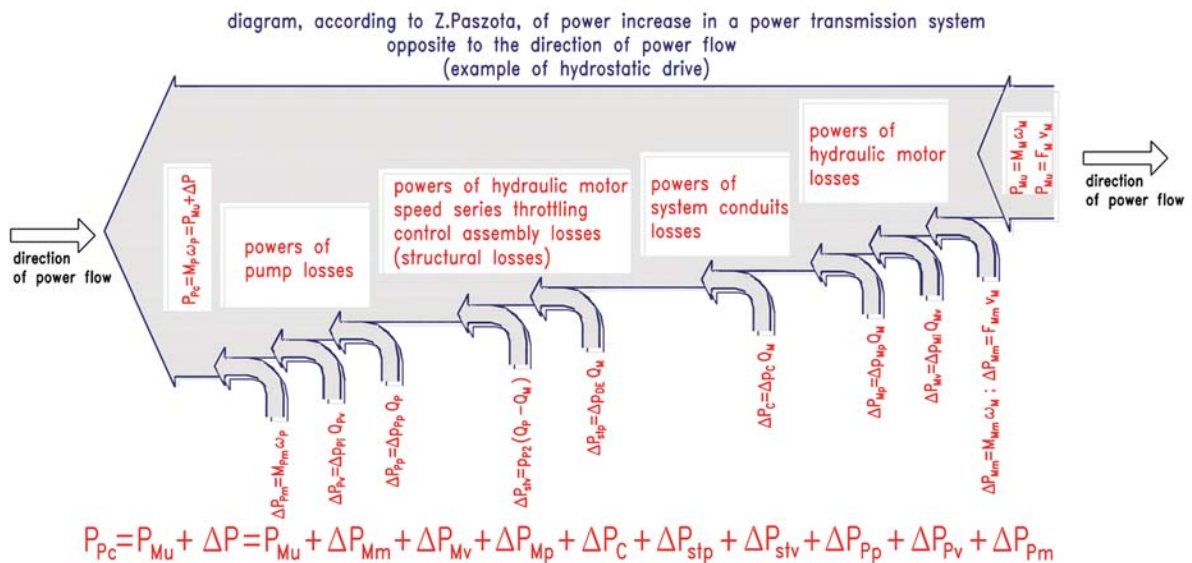


Fig. 2. Diagram of power increase in the hydrostatic drive system, in the direction opposite to that of power flow [9]

loss rate Q_{pv} in the pump on the induced pressure increase Δp_{pi} in pump's working chambers and on the ratio v/v_n between oil viscosities has the form [9]:

$$Q_{pv} = k_1 \cdot q_{pt} \cdot n_p \left| \frac{q_{pt}}{v_n} \right|^{\Delta p_{pi} = p_n} \cdot \left(\frac{\Delta p_{pi}}{p_n} \right)^{a_{pv}} \cdot \left(\frac{v}{v_n} \right)^{a_w} \quad (1)$$

where k_1 is the coefficient of the volumetric loss Q_{pv} generated during one revolution of constant or variable delivery pump shaft for the induced pressure increase Δp_{pi} in the pump equal to the nominal pressure p_n of the hydraulic system: $\Delta p_{pi} = p_n$, and for the reference viscosity v_n of the working medium. The value of the coefficient k_1 is referenced to the theoretical working volume q_{pt} of the pump:

$$k_1 = \frac{Q_{pv} \left| \frac{q_{pt}}{v_n} \right|^{\Delta p_{pi} = p_n} \cdot 1}{n_p \left| \frac{q_{pt}}{v_n} \right|^{\Delta p_{pi} = p_n} \cdot q_{pt}} \quad (2)$$

Here, q_{pt} is the theoretical working volume of the constant delivery pump, and n_p is the rotational speed of the pump, determined for its theoretical working volume and the temperature corresponding to the reference viscosity v_n , and for the induced pressure increase Δp_{pi} in pump's working chamber equal to the nominal pressure p_n of the hydraulic system: $\Delta p_{pi} = p_n$.

$(\Delta p_{pi} = p_n)^{a_{pv}}$ represents the effect of the induced pressure increase Δp_{pi} in pump's working chambers on the total amount of losses in the rotating displacement machine. The value of the exponent a_{pv} varies from $a_{pv} = 1$ for laminar flow to $a_{pv} \approx 0,57$ for flow with not fully developed turbulence, and $a_{pv} = 0,5$ for fully developed turbulent flow. The exact value of the exponent a_{pv} should be determined experimentally for each pump type.

v is the kinematic viscosity of the working medium (hydraulic oil) for which the volumetric loss rate Q_{pv} at pump inlet is calculated, and v_n is the reference kinematic viscosity of the working medium (hydraulic oil), equal to $v_n = 35 \text{ mm}^2\text{s}^{-1}$, determined for the atmospheric pressure, i.e. for $p = 0$.

$(v/v_n)^{a_{vv}}$ represents the effect of medium viscosity v on the total amount of volumetric loss in the rotating displacement machine. The value of the exponent a_{vv} varies from $a_{vv} = -1$ for laminar leakage flows to $a_{vv} = -0,14$ for leakage flows with not fully developed turbulence, and $a_{vv} = 0$ for fully developed turbulent leakage flows. The exact value of the exponent a_{vv} should be determined experimentally for each displacement pump type.

The volumetric loss rate Q_{Mv} in working chambers of the hydraulic motor are given by the following mathematical simulation model [9]:

$$Q_{Mv} = k_9 Q_{pt} \left(\frac{\Delta p_{Mi}}{p_n} \right)^{a_{pv}} \left(\frac{n_{Mt}}{n_{Mt}} \right)^{a_{nv}} \left(\frac{v}{v_n} \right)^{a_w} \quad (3)$$

where is the coefficient of the volumetric loss Q_{Mv} determined for: the induced pressure drop Δp_{Mi} equal to the nominal pressure p_n of the hydraulic system: $\Delta p_{Mi} = p_n$, the reference viscosity v_n of the working medium, and the theoretical

rotational speed n_{Mt} of motor shaft. The value of the coefficient k_9 is referenced to the theoretical pump delivery Q_{pt} :

$$k_9 = \frac{Q_{Mv} |q_{pt}; \Delta p_{Mi} = p_n; n_{Mt}; v_n}{Q_{pt}} \quad (4)$$

Here, $(\Delta p_{Mi} = p_n)^{a_{pv}}$ represents the effect of the induced pressure drop Δp_{Mi} in motor's working chambers on the total amount of volumetric loss in the rotating displacement machine. The value of the exponent a_{pv} varies from $a_{pv} = 1$ for laminar flow to $a_{pv} \approx 0,57$ for flow with not fully developed turbulence, and $a_{pv} = 0,5$ for fully developed turbulent flow. The exact value of the exponent a_{pv} should be determined experimentally for each motor type.

$(n_{Mt} / n_{Mt})^{a_{nv}}$ represents the effect of the rotational speed n_{Mt} of the motor shaft on the volumetric loss rate Q_{Mv} . The exact value of the exponent a_{nv} should be determined experimentally for each type of hydraulic motor.

$(v/v_n)^{a_{vv}}$ represents the effect of medium viscosity v on the total amount of volumetric loss in the rotating displacement machine. The value of the exponent a_{vv} varies from $a_{vv} = -1$ for laminar leakage flows to $a_{vv} \approx -0,14$ for flows with not fully developed turbulence, and $a_{vv} = 0$ for fully developed turbulent flows. The exact value of the exponent a_{vv} should be determined experimentally for each motor type.

The models (2.1) and (2.3) of volumetric loss in a displacement machine make it possible to determine very accurately the dependence of the rates Q_{pv} or Q_{Mv} in the displacement machine on the induced pressure increase Δp_{pi} or pressure drop Δp_{Mi} in machine's working chambers and on oil viscosity v , as well as on the rotational speed n_{Mt} of motor shaft in the case of hydraulic motor. The models utilise the coefficients k_1 (in pump) and k_9 (in hydraulic motor) of volumetric loss rates generated at the induced pressure increase Δp_{pi} or pressure drop Δp_{Mi} in chambers equal to the nominal pressure p_n of the hydrostatic system in which the pump is installed: $\Delta p_{pi} = p_n$, or in which the motor is installed: $\Delta p_{Mi} = p_n$. The obtained loss values are referenced to the theoretical working volume q_{pt} of the pump, or, in the case of hydraulic motor, to the theoretical delivery Q_{pt} of the pump.

MODEL OF PRESSURE LOSS IN PUMP AND HYDRAULIC MOTOR

The mathematical simulation formula which determines the pressure loss Δp_{pp} in pump channels for varying viscosity v has the form [9]:

$$\Delta p_{pp} = k_3 p_n \left(\frac{Q_p}{Q_{pt}} \right)^{a_{qp}} \left(\frac{v}{v_n} \right)^{a_{vp}} \quad (5)$$

where k_3 is the coefficient of the pressure loss Δp_{pp} in pump's inner channels and distributor (if exists). This coefficient is determined for the pump delivery Q_p equal to its theoretical delivery Q_{pt} and for the reference viscosity v_n of the working medium. The value of the coefficient k_3 is referenced to the nominal pressure p_n of the system:

$$k_3 = \frac{\Delta p_{pp}|_{Q_p=Q_{pt}}}{p_n} \quad (6)$$

Here, $(Q_p / Q_{pt})^{a_{Qp}}$ represents the effect of the flow rate Q_p of the liquid medium (pump delivery Q_p) in the channels on the pressure loss Δp_{pp} in the pump. The value of the exponent a_{Qp} varies from $a_{Qp} = 1$ for laminar flow to $a_{Qp} \approx 1,75$ for flow with not fully developed turbulence, and to $a_{Qp} = 2$ for fully developed turbulent flow. The exact value of the exponent a_{Qp} should be determined experimentally for each type of displacement pump.

$(\nu/\nu_n)^{a_{vp}}$ is the effect of medium viscosity ν on the total amount of pressure loss in the rotating displacement machine. The value of the exponent a_{vp} varies from $a_{vp} = 1$ for laminar flow to $a_{vp} \approx 0,25$ for flow with not fully developed turbulence, and to $a_{vp} = 0$ for fully developed turbulent flow. The exact value of the exponent a_{vp} should be determined experimentally for each type of displacement pump.

The model of pressure loss in hydraulic motor has the form [9]:

$$\Delta p_{Mp} = k_8 p_n \left(\frac{Q_M}{Q_{pt}} \right)^{a_{Qp}} \left(\frac{\nu}{\nu_n} \right)^{a_{vp}} \quad (7)$$

with the coefficient:

$$k_8 = \frac{\Delta p_{Mp}|_{Q_M=Q_{pt}, \nu_n}}{p_n} \quad (8)$$

determining the pressure loss Δp_{Mp} generated in inner channels and distributor of the hydraulic motor at absorbing capacity Q_M of the motor equal to the theoretical delivery Q_{pt} of the pump. The value of the coefficient k_8 is referenced to the nominal pressure p_n of the system in which the hydraulic system is installed.

$(Q_M / Q_{pt})^{a_{Qp}}$ represents the effect of the absorbing capacity Q_M of the liquid medium in the channels on the pressure loss Δp_{Mp} in the rotating hydraulic motor. The value of the exponent a_{Qp} varies from $a_{Qp} = 1$ for laminar flow to $a_{Qp} \approx 1,75$ for flow with not fully developed turbulence, and to $a_{Qp} = 2$ for fully developed turbulent flow. The exact value of the exponent a_{Qp} should be determined experimentally for each motor type.

$(\nu/\nu_n)^{a_{vp}}$ represents the effect of medium viscosity ν on the total amount of pressure loss in the rotating displacement machine. The exponent a_{vp} varies from $a_{vp} = 1$ for laminar flow to $a_{vp} \approx 0,25$ for flow with not fully developed turbulence, and to $a_{vp} = 0$ for fully developed turbulent flow. The exact value of the exponent a_{vp} should be determined experimentally for each motor type.

The type of the medium flow developed in displacement machine channels is mainly affected by the local flow resistance (flow direction and cross section disturbances) which depends on structural design and dimensions of the machine. The created pressure loss models (2.5) and (2.7) can be applied in analysing an individual machine design to determine experimentally the exact values of the exponent a_{vp} describing the effect of viscosity, and the exponent a_{Qp} describing the effect of flow rate on the pressure loss in machine channels. The models utilise the pressure loss coefficients k_3 (in pump) and k_8 (in hydraulic

motor) determined for the flow rate Q_p or Q_M in the channel equal to the nominal pump delivery Q_{pt} , and referenced to the nominal pressure p_n of the system in which the pump is installed.

MODEL OF MECHANICAL LOSS IN PUMP AND HYDRAULIC MOTOR

The mathematical model describing the mechanical loss moment M_{Pm} in the pump with geometric (variable) delivery q_{pgv} ($q_{pgv} = b_p q_{pt}$) per shaft revolution has the form:

$$\begin{aligned} M_{Pm|\Delta p_{pi}, b_p, \nu} &= (k_{4.1.1} + k_{4.1.2} b_p) M_{Pt} \left(\frac{\nu}{\nu_n} \right)^{a_{vm}} + k_{4.2} M_{Pt} b_p \frac{\Delta p_{pi}}{p_n} = \\ &= \left[(k_{4.1.1} + k_{4.1.2} b_p) \left(\frac{\nu}{\nu_n} \right)^{a_{vm}} + k_{4.2} b_p \frac{\Delta p_{pi}}{p_n} \right] M_{Pt} = \\ &= \left[(k_{4.1.1} + k_{4.1.2} b_p) \left(\frac{\nu}{\nu_n} \right)^{a_{vm}} + k_{4.2} b_p \frac{\Delta p_{pi}}{p_n} \right] \frac{q_{pt} p_n}{2\Pi} \quad (9) \end{aligned}$$

Here, the coefficient $k_{4.1.1}$ expresses the ratio of the mechanical loss moment $M_{Pm|\Delta p_{pi}=0, b_p=0, \nu_n}$ of the unloaded pump, determined for the delivery q_{pgv} per pump shaft revolution (pump delivery change coefficient b_p) equal to zero: $q_{pgv} = 0$ ($b_p = 0$) and the working medium reference viscosity ν_n , to the theoretical moment M_{Pt} of the pump:

$$k_{4.1.1} = \frac{M_{Pm|\Delta p_{pi}=0, b_p=0, \nu_n}}{M_{Pt}} = \frac{M_{Pm|\Delta p_{pi}=0, b_p=0, \nu_n}}{\frac{q_{pt} p_n}{2\Pi}} \quad (10)$$

The coefficient $k_{4.1.2}$ expresses the ratio of the difference between the mechanical loss moment $M_{Pm|\Delta p_{pi}=0, b_p=1, \nu_n}$ in the unloaded pump, determined for the pump delivery q_{pgv} per pump shaft revolution (pump delivery change coefficient b_p) equal to the theoretical working delivery q_{pt} of the pump, $q_{pgv} = q_{pt}$ ($b_p = 1$) and the mechanical loss moment $M_{Pm|\Delta p_{pi}=0, b_p=0, \nu_n}$ in the unloaded pump, determined for the pump delivery q_{pgv} per pump shaft revolution equal to zero: $q_{pgv} = 0$ ($b_p = 0$) and the working medium reference viscosity ν_n , to the theoretical moment M_{Pt} of the pump:

$$\begin{aligned} k_{4.1.2} &= \frac{M_{Pm|\Delta p_{pi}=0, b_p=1, \nu_n} - M_{Pm|\Delta p_{pi}=0, b_p=0, \nu_n}}{M_{Pt}} = \\ &= \frac{M_{Pm|\Delta p_{pi}=0, b_p=1, \nu_n} - M_{Pm|\Delta p_{pi}=0, b_p=0, \nu_n}}{\frac{q_{pt} p_n}{2\Pi}} \quad (11) \end{aligned}$$

The coefficient $k_{4.2}$ expresses the ratio of the difference between the mechanical loss moment $M_{Pm|\Delta p_{pi}=p_n, b_p=1, \nu_n}$ in the pump loaded with nominal pressure and the mechanical loss moment $M_{Pm|\Delta p_{pi}=0, b_p=1, \nu_n}$ in the unloaded pump at the working medium reference viscosity ν_n , to the theoretical moment M_{Pt} of the pump:

$$\begin{aligned}
k_{4.2} &= \frac{\Delta M_{Pm|\Delta p_{pi}, b_p, v_n}}{M_{Pi}} = \frac{\Delta M_{Pm|\Delta p_{pi}, b_p, v_n}}{b_p q_{Pt} \Delta p_{pi}} = \frac{\Delta M_{Pm|\Delta p_{pi}, b_p=1, v_n}}{q_{Pt} \Delta p_{pi}} = \\
&= \frac{M_{Pm|\Delta p_{pi}=p_n, b_p=1, v_n} - M_{Pm|\Delta p_{pi}=0, b_p=1, v_n}}{\frac{q_{Pt} P_n}{2\Pi}} = \\
&= \frac{M_{Pm|\Delta p_{pi}=p_n, b_p=1, v_n} - M_{Pm|\Delta p_{pi}=0, b_p=1, v_n}}{M_{Pt}}, \quad (12)
\end{aligned}$$

Here, $(v/v_n)^{a_{vm}}$ represents the effect of medium viscosity v on the mechanical loss moment in the displacement piston machine with medium filling the casing. The value of the exponent a_{vm} should be determined experimentally for each type of displacement pump.

$\Delta p_{pi}/p_n$ represents the effect of the induced pressure increase Δp_{pi} in pump's working chambers on the total amount of mechanical loss in the rotating displacement machine. According to [9], the assumed value of the exponent a_{pm} is 1.

The mathematical model of the mechanical loss moment M_{Mm} in the rotating hydraulic motor with geometrical (variable) absorbing capacity q_{Mgv} per shaft revolution has the form [9]:

$$\begin{aligned}
M_{Mm|M_M, n_M, b_M, v} &= \left(k_{7.1.1} + k_{7.1.2} \frac{n_M}{n_{Mt}} b_M \right) M_{Mt} \left(\frac{v}{v_n} \right)^{a_{vm}} + k_{7.2} M_M = \\
&\left(k_{7.1.1} + k_{7.1.2} \frac{n_M}{n_{Mt}} b_M \right) \frac{q_{Mt} P_n}{2\pi} \left(\frac{v}{v_n} \right)^{a_{vm}} + k_{7.2} M_M, \quad (13)
\end{aligned}$$

where the coefficient $k_{7.1.1}$ expresses the ratio of the mechanical loss moment M_{Mm} in unloaded motor ($M_M = 0$), determined for the motor shaft rotational speed equal to zero: $n_M = 0$, theoretical capacity per motor shaft revolution equal to q_{Mt} (coefficient b_M of absorbing capacity change per motor revolution: $b_M = 1$), and working medium viscosity equal to v_n , to the theoretical moment M_{Mt} of the motor:

$$k_{7.1.1} = \frac{M_{Mm|M_M=0, n_M=0, b_M=1, v_n}}{M_{Mt}}, \quad (14)$$

The coefficient $k_{7.1.2}$ expresses the ratio of the difference – in unloaded motor: $M_M = 0$, at the theoretical capacity q_{Mt} per motor shaft revolution ($b_M = 1$) and the working medium reference viscosity v_n – between the mechanical loss moment $M_{Mm|M_M=0, n_M=n_{Mt}, b_M=1, v_n}$ determined for the theoretical motor shaft rotational speed n_{Mt} and the mechanical loss moment $M_{Mm|M_M=0, n_M=0, b_M=1, v_n}$ determined for the motor shaft rotational speed n_M equal to zero ($n_M = 0$), to the theoretical moment M_{Mt} of the motor:

$$k_{7.1.2} = \frac{M_{Mm|M_M=0, n_M=n_{Mt}, b_M=1, v_n} - M_{Mm|M_M=0, n_M=0, b_M=1, v_n}}{M_{Mt}}, \quad (15)$$

The coefficient $k_{7.2}$ expresses the ratio of the difference – at the theoretical capacity q_{Mt} per motor shaft revolution

($b_M = 1$), the theoretical motor shaft rotational speed n_{Mt} , and the working medium reference viscosity v_n – between the mechanical loss moment $M_{Mm|M_M=M_{Mt}, n_M=n_{Mt}, b_M=1, v_n}$ in the motor loaded with the theoretical moment M_{Mt} and the mechanical loss moment $M_{Mm|M_M=0, n_M=n_{Mt}, b_M=1, v_n}$ in the unloaded motor to the theoretical moment M_{Mt} of the motor:

$$k_{7.2} = \frac{M_{Mm|M_M=M_{Mt}, n_M=n_{Mt}, b_M=1, v_n} - M_{Mm|M_M=0, n_M=n_{Mt}, b_M=1, v_n}}{M_{Mt}}, \quad (16)$$

The ratio n_M/n_{Mt} represents the effect of the rotational speed on the total amount of mechanical loss in the rotating hydraulic motor. According to [9], the assumed value of the exponent a_{nm} is 1.

$(v/v_n)^{a_{vm}}$ represents the effect of medium viscosity v on the mechanical loss moment in the displacement piston motor with medium filling the casing. The exact value of the exponent a_{vm} should be determined for each type of rotating hydraulic motor.

The mathematical model (2.9) describing the mechanical loss in pump makes it possible to determine precisely the dependence of the mechanical loss moment M_{Pm} on: the induced pressure increase Δp_{pi} in pump's working chambers, the pump delivery q_{Pi} per pump shaft revolution, and the oil viscosity v . The model utilises the mechanical loss coefficients $k_{4.1}$, $k_{4.1.1}$, $k_{4.1.2}$, and $k_{4.2}$, which provides opportunities for performing simulation tests.

The mathematical model (2.13) describing the mechanical loss moment M_{Mm} in rotating hydraulic motor makes it possible to determine precisely the dependence of this moment on: the motor shaft rotational speed n_M , the oil viscosity v , and the capacity q_{Mt} per motor shaft revolution. The model utilises the mechanical loss coefficients $k_{7.1.1}$, $k_{7.1.2}$, and $k_{7.2}$, which provides opportunities for performing simulation tests.

EXAMINED PUMPS AND MOTORS

The examined pumps and hydraulic motors are shown in Figs. 3 ÷ 7.

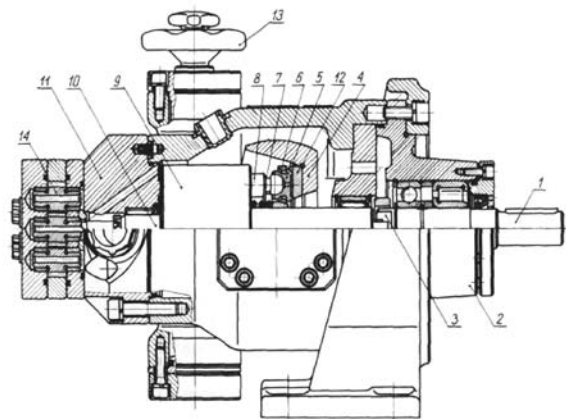


Fig. 3. PTO22-25 variable displacement pump, PZL-HYDRAL [11]; 1 – drive shaft, 2 – attachment drive, 3 – clutch, 4 – swivel disc, 5 – sliding foot, 6 – separator, 7 – spring, 8 – plunger, 9 – cylinder block, 10 – main shaft, 11 – cover, 12 – sliding disc, 13 – control unit

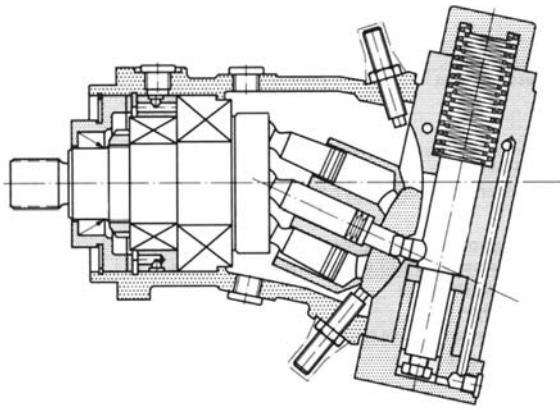


Fig. 4. Variable displacement piston pump (A7V.58R.DR.1.R.P.F.00 by HYDROMATIK) [3]

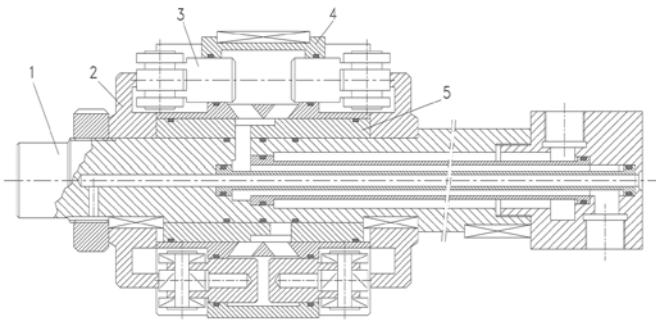


Fig. 5. Structure diagram of a low-speed hydraulic high-torque motor type SWSB with axial arrangement of pistons, HYDROSTER [8]; 1 – drive shaft; 2 – cam equipped with humps; 3 – plunger equipped with bearings; 4 – rotary cylinder block; 5 – distributor bushing

COMPARING ENERGY LOSS COEFFICIENTS IN PISTON PUMPS

Table 1 collates the energy loss coefficients k_i obtained for the examined piston pumps as a result of applying a new perspective to loss and efficiency assessment in rotating displacement machines used in hydrostatic drive and control systems [2, 3, 4, 10]. These coefficients were calculated neglecting the compressibility of the working medium. Constructional solutions of the examined pumps are shown in Figs. 3 and 4.

The coefficient k_i of the volumetric loss rate Q_{pv} provides the information about the scale of leakage flows taking place in the displacement machine. The volumetric efficiency η_{pv} can be calculated by subtracting the obtained value of coefficient k_i from 1. Hence, the volumetric efficiency of the PTOZ2-25 pump was 94,4%. At the same time, the efficiency of the A7V.58R.DR.1.R.P.F.00 pump with $q_{pt} = 58,227 \text{ cm}^3$ was equal to 93,5%, and increased to 94,3% when its delivery was decreased to $q_{pt} = 32,20 \text{ cm}^3$.

The coefficient k_3 of pressure loss Δp_{pp} provides the information about the scale of losses generated in machine's inner channels and distributor. These losses are mainly the effect of local pressure losses resulting from direction and velocity changes of the flowing medium. The pressure efficiency η_{pp} can be calculated by subtracting the obtained value of coefficient k_3 from 1. The pressure efficiency of the examined pumps was relatively high and ranged about $\sim 99,9\%$.

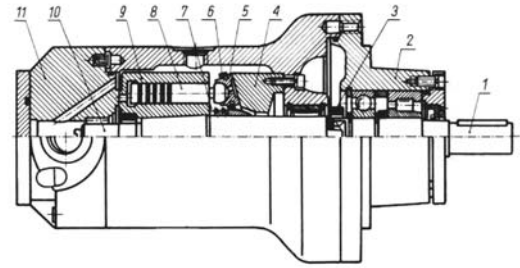


Fig. 6. Hydraulic motor PTO2-16 with constant rotational speed, PZL-HYDRAL [11]: 1 – drive shaft, 2 – drive starter, 3 – clutch, 4 – tread slope, 5 – sliding foot, 6 – separator assembly, 7 – spring, 8 – piston, 9 – rotor, 10 – main shaft, 11 – cover

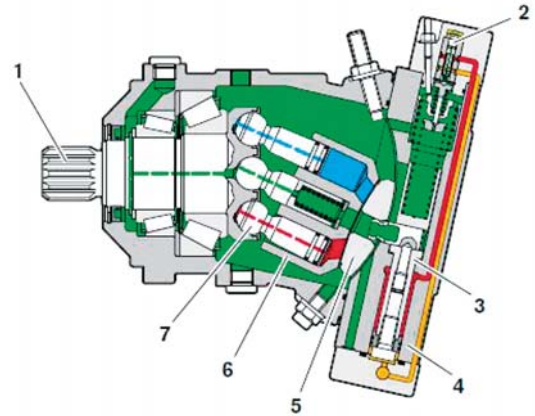


Fig. 7. A6VM variable displacement axial piston hydraulic motor by Bosch Rexroth [12]: 1 – drive shaft, 2 – control piston, 3 – control piston stroke, 4 – body in which the control piston is positioned, 5 – divider, 6 – cylinder block, 7 – piston

The coefficient $k_{4,1}$ of the mechanical loss moment M_{Mm} (being the sum of coefficients $k_{4,1}$ and $k_{4,2}$) provides the information about losses caused by friction between construction elements (bearings, for instance) and between the liquid medium filling the crank chamber and the cylinder block (in piston machines). The largest losses were recorded in the PTOZ2-25 pump.

The coefficient $k_{4,2}$ of the mechanical loss moment M_{Mm} provides the information about the scale of the mechanical loss moment increase $\Delta M_{Pm|\Delta p_{pi}, b, v}$ in the pump, as a result of loading its structural elements with the induced moment M_{pi} generated by the induced pressure increase Δp_{Mi} in pump's working chambers. The largest losses were recorded in the PTOZ2-25 pump.

The mechanical efficiency η_{pm} of the pump can be calculated by subtracting the obtained sum of coefficients $k_{4,i}$ from 1. Hence, the mechanical efficiency of the PTOZ2-25 pump was 87,7%, while that of the A7V.58R.DR.1.R.P.F.00 pump with $q_{pt} = 58,227 \text{ cm}^3$ was 96,4%, and of the same pump with $q_{pt} = 32,20 \text{ cm}^3$ was 94,6%.

COMPARING ENERGY LOSS COEFFICIENTS IN PISTON MOTORS

Table 2 collates the energy loss coefficients k_i obtained for the examined piston motors as a result of applying a new perspective to loss and efficiency assessment in rotating

Tab. 1. Energy loss coefficients k_i in displacement piston pumps [2÷4, 10]

		PTOZ2-25	A7V*	A7V**
	v_n [mm ² s ⁻¹]	35	35	35
	q_{pt} [m ³]	$16,50 \cdot 10^{-6}$	$32,20 \cdot 10^{-6}$	$58,23 \cdot 10^{-6}$
	n_{pn} [s ⁻¹]	16,67	25	25
	p_n [MPa]	16	16	32
	P_{pc} [kW]	4,40	12,88	23,10
Q_{pv}	$k_{l=}$	0,056	0,057	0,065
	$a_{pv=}$	-	-	0,97
	$a_{vv=}$	-	-	-0,30
	$k_{3=}$	0,001	0,002	0,001
Δp_{pp}	$k_{3=}$	0,001	0,002	0,001
	$a_{qp=}$	1,59	-	1,76
	$a_{vp=}$	-	-	0,26
M_{pm}	$k_{4,1=}$	0,076	0,039	0,021
	$k_{4,1,1=}$	0,063	-	0,014
	$k_{4,1,2=}$	0,013	-	0,007
	$k_{4,2=}$	0,047	0,015	0,015
	$a_{vm=}$	-	-	0,316

* – coefficients k_i and exponents “a” determined for nominal operating parameters of the system in which the A7V.58.DR.1.R.P.F.00 pump was used

** – coefficients k_i and exponents “a” determined for nominal parameters of the A7V.58.DR.1.R.P.F.00 pump

displacement machines used in hydrostatic drive and control systems [1, 2, 4]. Constructional solutions of the examined motors are shown in Figs. 5 ÷ 7.

The coefficient $k_{7,1}$ of the mechanical loss moment M_{Mm} (being the sum of coefficients $k_{7,1,1}$ and $k_{7,1,2}$) provides the information about losses caused by friction between construction elements (bearings, for instance) and between the liquid medium filling the crank chamber and the cylinder block (in piston machines). The largest losses were recorded in the PTO2-16 motor.

The coefficient $k_{7,2}$ of the mechanical loss moment M_{Mm} provides the information about the scale of mechanical loss moment increase ΔM_{Mm} in the motor as a result of the increase in motor shaft loading. The largest losses were recorded in the SWSB-63 motor.

The mechanical efficiency η_{Mm} of the hydraulic motor can be calculated by subtracting the obtained sum of coefficients $k_{7,i}$ from 1. Hence, the mechanical efficiency of the SWSB-63 motor was 96,8%, while that of the PTO2-16 motor was 94,0% and of the A6VM160 motor was 96,2%.

The coefficient k_8 of the pressure loss Δp_{pp} provides the information about the scale of losses generated in machine's inner channels and distributor. These losses are mainly the effect of local pressure losses resulting from direction and velocity changes of the flowing medium. The pressure

Tab. 2. Energy loss coefficients k_i in displacement piston motors [1, 2, 4]

		SWSB-63	PTO2-16	A6VM
	v_n [mm ² s ⁻¹]	26	35	22
	q_{Mt} [m ³]	$639 \cdot 10^{-6}$	$12,74 \cdot 10^{-6}$	$160 \cdot 10^{-6}$
	n_{Mn} [s ⁻¹]	2,67	21,54	50
	p_n [MPa]	6,2	16	40
	P_{Mc} [kW]	10,6	4,39	320
M_{Mm}	$k_{7,1=}$	0,032	0,060	0,038
	$k_{7,1,1=}$	0,018	0,035	0,002
	$k_{7,1,2=}$	0,014	0,025	0,036
	$a_{vm=}$	0,15	-	-
	$k_{7,2=}$	0,076	0,033	0,036
Δp_{Mp}	$k_{8=}$	0,039	0,001	0,002
	$a_{qp=}$	1,76	1,87	1,76
	$a_{vp=}$	0,25	-	-
Q_{Mv}	$k_9=$	0,053	0,047	0,054
	$a_{pv=}$	1,62	0,92	-
	$a_{vv=}$	-0,62	-	-
	$a_{nv=}$	0,12	-	-

efficiency η_{Mp} can be calculated by subtracting the obtained value of coefficient k_8 from 1. The highest pressure efficiency, equal to 99,0%, was recorded for the PTO2-16 motor.

The coefficient k_9 of the volumetric loss rate Q_{Mv} provides the information about the scale of leakage flows in the displacement machine. The volumetric efficiency η_{Mv} can be calculated by subtracting the obtained value of coefficient k_9 from 1. The lowest volumetric efficiency, approximately equal to 95,5%, was recorded for A6VM and SWSB-63 motors.

CONCLUSIONS

The presented research is the next step in scientific development of the author involved in creating a library of energy loss coefficients k_i . This work discusses its practical implementation for assessing the quality of the examined machines.

Each energy loss coefficient k_i describes a relative value of individual loss in a hydrostatic system element (pump, hydraulic motor, but also in a conduit and the motor speed throttle control unit).

The k_i coefficients provide the opportunity for assessing proportions and scale of losses, as well as the resulting (volumetric, pressure, and/or mechanical) energy efficiency of an element, being the result of losses generated at the reference viscosity and nominal operating pressure p_n of the system in which the element is installed.

The information on exact values of the energy loss coefficients k_i for individual loss types provides opportunities for determining losses and (volumetric, pressure, mechanical, and total) energy efficiency of an element working in the drive system, as well as the total efficiency of the system with a given speed control structure as a function of speed coefficient $\bar{\omega}_M$ and load coefficient \bar{M}_M of the hydraulic motor referred to in [9].

Tables 1 and 2 collate the obtained values of k_i coefficients and such exponents as: a_{Qp} , a_{vp} , a_{pv} , a_{vv} , a_{vm} , a_{nv} which describe the effect of such parameters as: flow rate, pressure, rotational speed, and viscosity on individual losses. The values of these coefficients were obtained using the power sum method described in [4, 6], among other tools.

The values of such exponents as: a_{Qp} , a_{vp} , a_{pv} , a_{vv} provide the information about the type of flow taking place in the examined machine.

The exact value of the exponent a_{vm} could only be calculated for two machines. It was equal to $a_{vm} = 0,316$ for the A7V.58.DR.1.R.P.F.00 pump, and to $a_{vm} = 0,148$ for the SWSB-63 motor.

The article compares the values of energy loss coefficients k_i for the A7V.58.DR.1.R.P.F.00 pump examined at its nominal parameters [3] and in the conditions of nominal operation of the entire system in which it was installed [10]. The obtained k_i values are different, as the pump working in conditions which differ from its nominal parameters generates higher energy loss coefficients k_i and, consequently, has lower efficiency.

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CONTACT WITH THE AUTHORS

Agnieszka Maczyszyn

e-mail: agnieszka.maczyszyn@pg.edu.pl

Gdańsk University of Technology

Narutowicza 11/12

80-233 Gdansk

POLAND