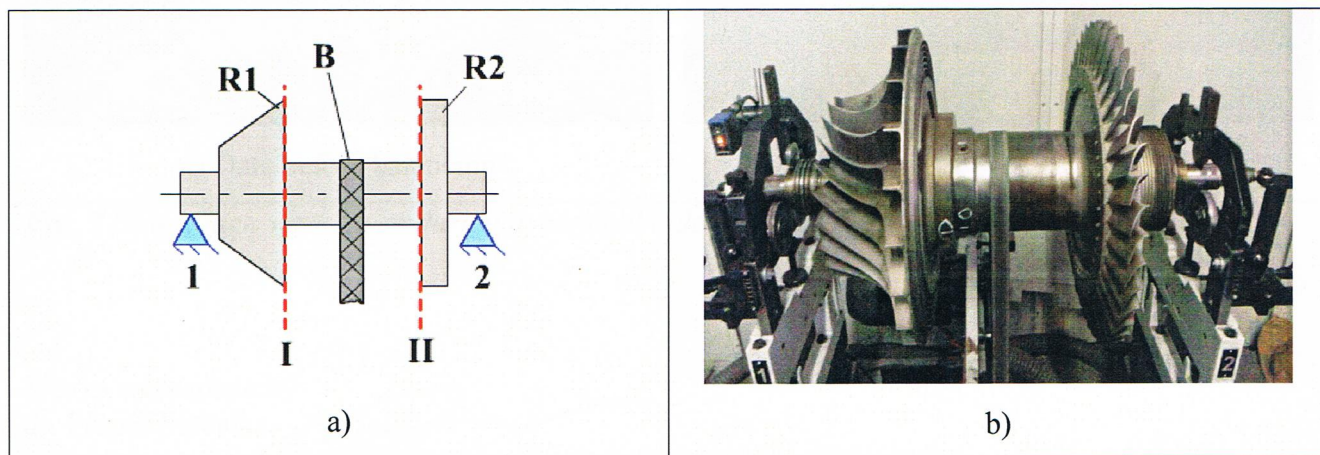


## ***The Report of the Turbocharger Rotor TK41-B08 Dynamical Balancing***

**06.03.2017**

The dynamical balancing of the turbocharger rotor TK41-B08 was done (in dual plane) on 06.03.2017. The scheme of the rotor and the view are presented in fig. 1.



**Fig. 1** The scheme of the turbocharger rotor TK41-B08 dynamical balancing a) and the views of the rotors b)

Here is: 1 and 2 – supports of balancing machine; I and II – balancing planes; R2 and R1 – the impellers of air compressor and the gas expulsion compressor.

The results of the turbocharger rotor TK41-B08 dynamical balancing are presented in the table No.1. and in the fig.2. Dynamical balancing was done using balancing machine HM20BU CAB920 (Schenck RoTec GmbH, Germany).

*Table No.1*

### **The results of the turbocharger rotor TK41-B08 dynamical balancing**

Balancing course	Unbalance, gmm	
	1 support	2 support
Before balancing	11.9	307.0
After balancing	4.7	9.5

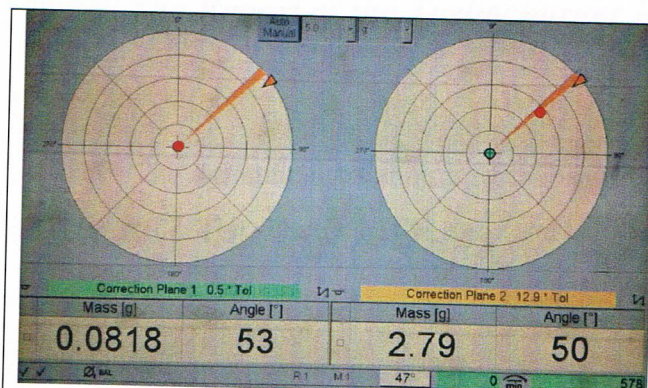
NOTE: the rotor's dynamical unbalance levels are presented when the rotor was rotated at 600 rpm. According to ISO 1940, the permissible unbalance of the rotor must be not higher than 47.7 gmm (when mass of rotor is 50 kg and balance quality grade 2.5), i.e. the permissible unbalance on I and II balancing planes must be not higher than 23.8 gmm. Permissible unbalance was calculated when rotor rotates 25000 rpm.





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a) Data before balancing



b) Data after balancing

**Fig. 2** Data which were given during dynamical balancing of the turbocharger rotor TK41-B08

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