

The Report of the Turbocharger Rotor PDH35

Dynamical Balancing

24.09.2018

The dynamical balancing of the turbocharger rotor PDH35 was done (in dual plane) on 24.09.2018. The scheme of the rotors and the view are presented in fig. 1.

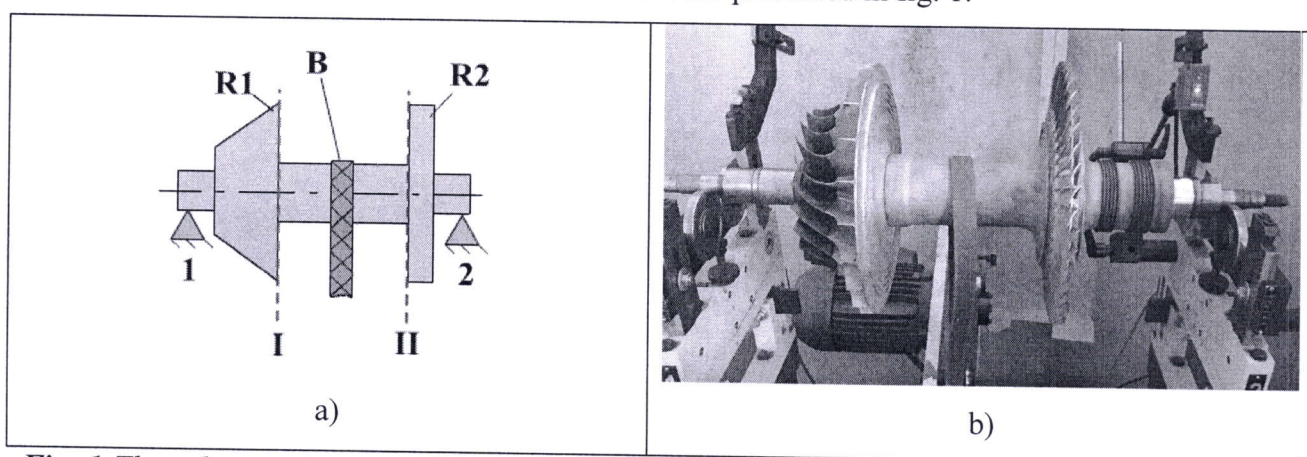


Fig. 1 The scheme of the turbocharger rotor PDH35 dynamical balancing a) and the view of the rotor

Here is: 1 and 2 – supports of balancing machine; I and II – balancing planes; R2 and R1 – the gas expulsion and impellers of air compressors, B – a belt.

The results of the turbocharger rotor PDH35 dynamical balancing are presented in the table No.1 and fig. 2.

Table No.1

The results of the turbine rotor PDH35 dynamical balancing

Balancing course	Unbalance, gmm	
	1 support	2 support
Before balancing	229.8	283.6
After balancing	1.6	6.5

NOTE: the rotor's dynamical unbalance levels are presented when the rotor was rotated at 900 rpm. According to ISO 1940, the permissible unbalance of the rotor must be not higher than 32.6 gmm (when mass of rotor is 30 kg and balance quality grade 2,5), i.e. the permissible unbalance on I and II balancing planes must be not higher than 16.3 gmm. Permissible unbalance was calculated when rotor rotates 22000 rpm.



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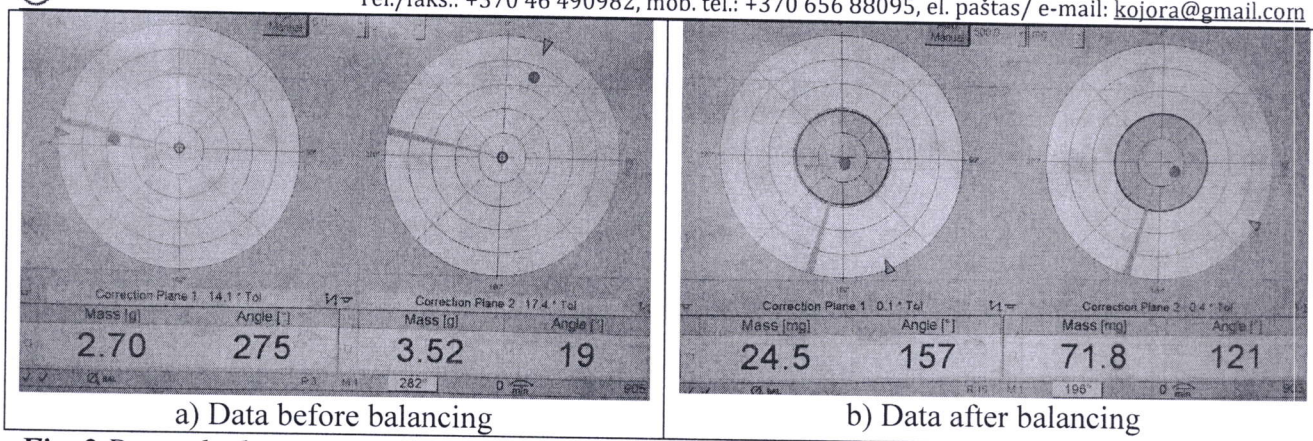


Fig. 2 Data which were given during dynamical balancing of the turbocharger rotor PDH35

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