Non - destructive testing methods

Objectives : At the end of this lesson you shall be able to:
- **state the definition of Non-Destructing Testing**
- **list the different type of NDT Methods**
- **explain the principle and process of Liquid penetrant testing Method**
- **state the Advantages and disadvantages of Liquid penetrant testing**
- **explain the principle and process of Magnetic Particle Testing Method**
- **state the Advantages and disadvantages of Magnetic particle Testing Method.**

Importance of Non-Destructive Testing in Automotive Industry

Automobile companies face when accidents happen because of component failures, the stringent quality control requirements expected by organizations or the high number of human lives lost in accidents, the automobile industry has reduced 'cutting' of its components and has transitioned into non-destructive testing for its automotive parts. A malfunction of a component, however small, can have catastrophic consequences. Hence NDT plays an important role in the quality control of a product. It is used during all the stages of manufacturing of a product. It is used to monitor the quality of the.

a) Raw materials which are used in the construction of the product.

b) Fabrication processes which are used to manufacture the product.

c) Finished product before it is put into service.

Definition of NDT

Non-destructive testing (NDT) is the use of physical methods which will test materials, components and assemblies for flaws in their structure without damaging their future usefulness.

Types of NDT methods

The methods of NDT range from the simple to the complicated. Which are commonly used are:

1 Visual or optical inspection
2 Dye penetrant testing
3 Magnetic particle testing
4 Eddy current testing
5 Radiographic testing and
6 Ultrasonic testing.

Liquid Penetrant Testing (Fig. 1)

A liquid penetrant dye is passed through the object to be inspected. By capillary action, the liquid seeps into the defects in the material. A developer is applied to the material which pulls back the penetrant and forms an indication on the surface of the material, which is much easier to see than the crack itself.

This non-destructive testing technique can be used to find the cracks, pores and other surface defects.

Basic Process of LPT

1 **Clean & Dry Component**

Pre clean area, spray on cleaner, wipe off with cloth.

2 **Apply Penetrant**

Spray Penetrant, allow short penetrant time 5-10 min

3 **Remove Excess Penetrant**

Spray cleaner on wiping towel and wipe surface

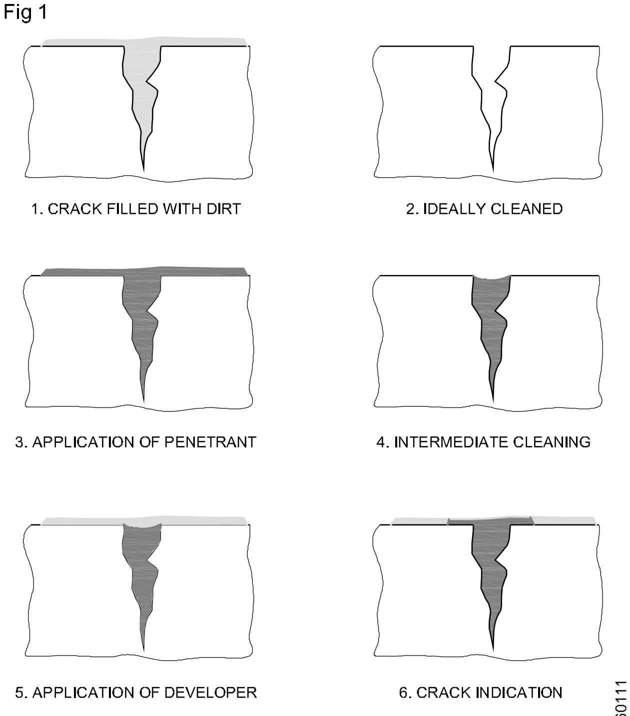
4 **Apply Developer**

Spray on thin uniform film of developer

5 **Visual Inspection**

Inspect defects will show as bright red lines/dot in while developer background as pink colour

Fig 1



LIQUID PENETRANT TESTING

Advantages

- Parts with large surface areas can be measured rapidly at a low cost
- Low initial investment cost
- Parts with complex shapes can be inspected

Disadvantages

- Can be applied only on nonporous materials
- Chemicals used could be toxic, and so precautions need to be taken
- Cleaning necessary before and after material is tested by this technique

Magnetic particle testing (MPT) (Figs 2 & 3)

Magnetic particle testing is used for the testing of materials which can be easily magnetized. This method is capable or detecting open to surface and just below the surface flaws.

In this method the test specimen is first magnetized either by using a permanent or an electromagnet yoke or by passing electric current through or around the specimen.

Whenever minute magnetic particles are sprinkled onto the surface of such a specimen, these particles are attracted by these magnetic poles to create a visual indication approximating the size and shape of the flaw.

Basic Process of MPT

(a) Preparation of the inspection surface.

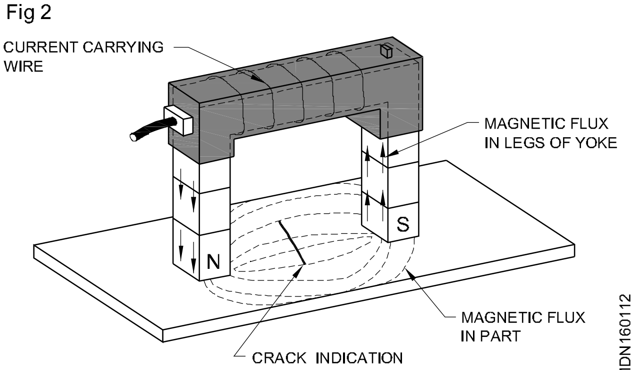
Surface preparation by grinding, machining, Cleaning may be accomplished using detergents, organic solvents, de-scaling solutions, paint removers, sand or grit blasting methods.

(b) Magnetization of the inspection surface.

The method of magnetization shall be done using either electromagnetic yoke or permanent magnet, with pole spacing to be between a minimum of 3 inches (76.2mm) and a maximum of 8 inches (203.2mm).

The Yoke shall be placed in contact with the surface to be examined and energized.

Fig 2

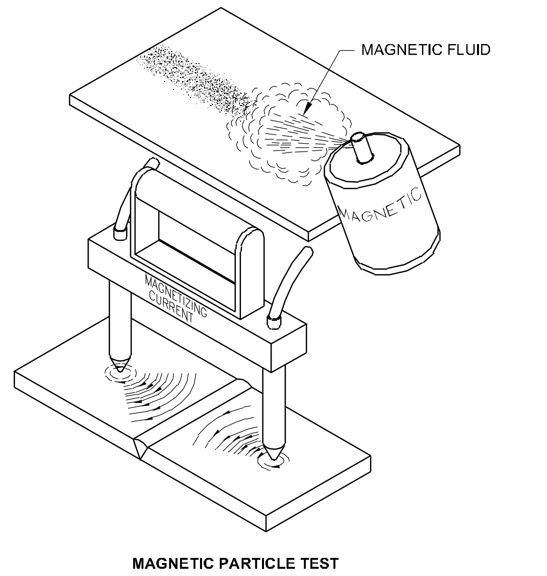


Electromagnetic yoke

(c) Indicating medium selection and application.

While maintaining the magnetic field the magnetic dry particles are applied to the area between the poles.

Fig 3

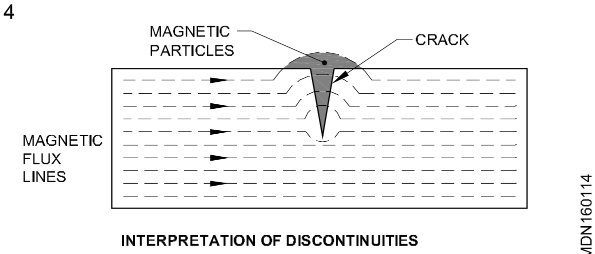


MAGNETIC PARTICLE TEST

(d) Interpretation of discontinuities. (Fig. 4)

In magnetic particle testing an indication could be any magnetically held magnetic particle pattern on the surface of the part being tested.

Fig 4



INTERPRETATION OF DISCONTINUITIES

(e) Demagnetization

Finished parts processed with wet inks should be immediately cleaned and dried to prevent the chances of surface corrosion or wear between moving parts.

(f) Post cleaning

Finished parts processed with wet inks should be immediately cleaned and dried to prevent the chances of surface corrosion or wear between moving parts.

Advantages

- Rapid inspection of large surface areas
- Surface and subsurface flaws can be detected

Disadvantages

- Can only be used for inspection of ferromagnetic materials.
- A relatively smooth surface required for application of this method.
- Non-magnetic materials like paints, coatings etc. affect the sensitivity of this testing technique.

Introduction to the hydraulics and pneumatics

Objectives: At the end of this lesson you shall be able to:
- **define the term fluid power**
- **explain the working principle of pneumatic systems and advantages and disadvantages**
- **explain the working principle of hydraulic systems and advantages and disadvantages.**

Fluid Power Systems

Fluid power is the driving force in most industrial and mobile applications. A bulldozer or excavator used for moving soil where a new project is being built, and a brake used in a car or truck are some examples of where fluid power is used. Fluid power involves the use of a fluid medium, such as air or oil, in a controlled manner, to get some useful work. Two specialized areas cover the scope of the definition of the term 'fluid power'. They are: (1) Pneumatics and (2) Hydraulics. Transmission and control of power by means of air is called pneumatics and transmission and control of power by means of liquid is called hydraulics.

Pneumatic Systems

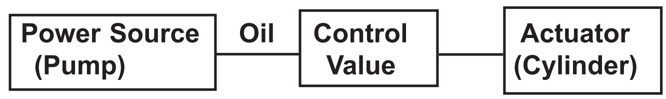
In a pneumatic system, energy in the form of compressed air is transmitted to an actuator, where work is to be done. The basic elements of the system are power source, control valves and actuators, as shown in Figure, Air compressor is used as the power source to increase the pressure of the related air medium to the required level. However, the process of pressure development in the system is quite slow. The slow response of the air compressor in developing sufficient pressure necessitates storage of compressed air in a receiver tank. The energy that is stored in the receiver tank can be transmitted, in a controlled manner, to an actuator to perform some useful work.

Pneumatic Systems

An important advantage of pneumatic systems is that they can produce linear motion quite easily. They can also produce high-speed operation. Speed control can also be achieved easily by using simple flow control valves. However, pneumatic systems are not suitable for providing uniform motion. Operating pressures in pneumatics are generally much lower than that used in hydraulics. Therefore, pneumatic systems are ideal for applications that involve small magnitude of linear forces.

Hydraulic Systems

In a hydraulic system, energy in the form of pressurized liquid (oil) is transmitted to an actuator, where work is to be done. The basic elements of the system are power source, control valves and actuators, as shown in Figure. In the hydraulic power transmission, a pump is used as the power source to create flow and subsequently raise the pressure of an enclosed incompressible oil medium to the required level almost instantaneously. The hydraulic energy can, then, be transmitted through the pressurised oil medium, in a controlled manner, to an actuator to perform some useful work.



Hydraulic Systems

A major advantage of hydraulic systems is that they can easily generate linear motion through the basic actuator, cylinder. Operating pressures in hydraulics are generally much higher than that used in pneumatics. Therefore, high-pressure hydraulic systems are capable of generating large magnitude of forces economically to drive heavy loads. Speed control of an actuator can also be achieved easily by regulating the flow rate of oil to the actuator. Precise control of speed even at low values is another advantage of hydraulic systems.

Extensive use of hydraulics is due to the following facts

- Oil is practically incompressible
- Oil can transmit high forces rapidly and accurately
- Simple step-less control of speed, force or torque
- Have simple over load protection
- Simple, compact and highly reliable

Hydraulic systems are used in the following subsystems in modern Automobiles and related maintenance equipment

- Fuel injection system
- Lubrication system
- Brake system
- Steering system
- Shock absorbers
- Adoptive suspension system
- Automatic transmission system
- Clutch actuating mechanism
- Jack
- Hoist
- Bearing puller etc.

Pascal's law - pressure viscosity

Objectives: At the end of this lesson you shall be able to
- **state the Pascal's Law**
- **understand the concept of force multiplication**
- **state many functions of hydraulic fluids**
- **define the term viscosity.**

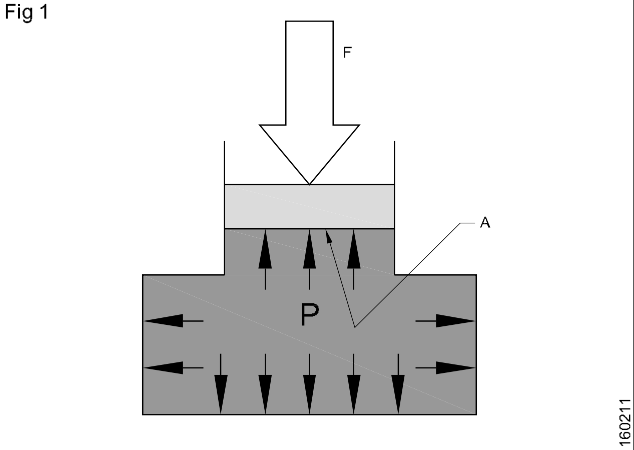
Pascal's law (Blaisé Pascal, 1623-1662)

Pascal's law is the central law for the development of a number of machines, such as hydraulic brakes, hydraulic jacks, etc. The law states that 'pressure exerted on a fluid is transmitted equally in all directions, acting with equal force on equal areas'. The following sections explain how a pressure is developed in a hydraulic system with the application of a force through a pump mechanism and how a force is developed with the application of the pressure through an actuator mechanism.

Hydraulic Pressure

Pressure is the result of the resistance offered to compression when an incompressible oil medium is squeezed by the application of a force. This pressure is transmitted equally throughout the medium in all directions, according to the Pascal's law.

Fig 1



DEVELOPMENT OF PRESSURE

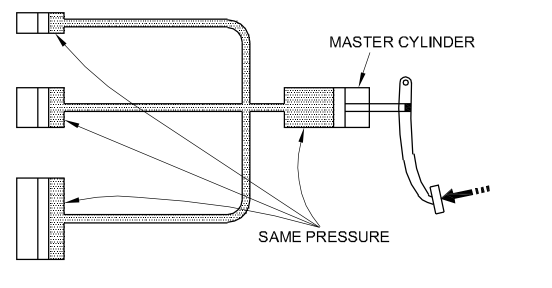
Figure 1 shows a cylinder chamber with a definite volume of oil and a piston. A force (F) is applied to the oil through the piston. When the oil is pushed, its pressure (P) increases in direct proportion to the applied force and inverse proportion to the piston area (A). Pressure can, therefore, be defined as the force acting per unit area. That is,

$$P = \frac{F}{A}$$

A typical Application of Pascal's Law

A feature of hydraulic theory can be seen in the illustration in Figure 2. which demonstrates the pressure in the master cylinder is transmitted equally to all wheel cylinders as per the Pascal's Law.

Fig 2



AN APPLICATION OF PASCAL'S LAW

Units of Pressure: There are many units of pressure, such as Pascal (Pa), bar, pounds per square inch (psi), Kg/cm^2, etc., used in industrial world. Some of the most important units of pressure are highlighted below:

1 Pascal	= 1 N/m^2
1 bar	= 100000 Pa = 10^5 Pa (100 kPa)
1 bar	= 14.5 psi
1 bar	= 1.02 kgf/cm^2
1 kgf/ cm^2	= 0.981 bar

Hydraulic Force

When a pressure (P) is applied onto the area (A) of a cylinder piston, a force (F) is developed. The amount of force developed is equal to the area times the applied pressure. That is,

$$F = P \times A$$

Example 1: What will be the pressure required to lift 75000 N using a hydraulic cylinder with an effective area of 0.0103 m^2?

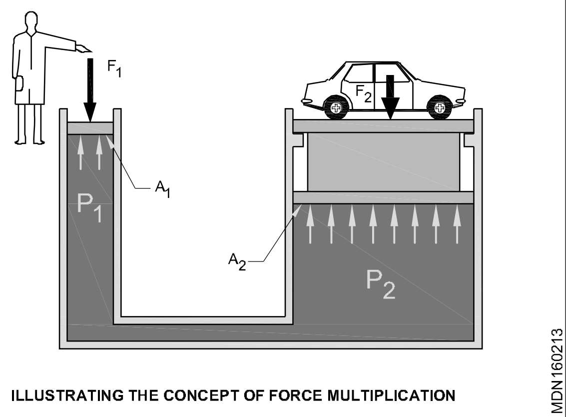
Force, F	= 75000 N
Area, F	= 0.0103 m^2
Pressure, P	= F/A
	= 75000/0.0103 Pa
	= 7281553 Pa = 72.8 bar

Exercise 1: Calculate the approximate force, a hydraulic cylinder can apply, if it has a diameter of 5.1 cm and is connected to a 200 bar circuit.

Force Multiplication

Figure 3 shows an arrangement of two cylinders with piston areas A_1 and A_2 ($A_2 > A_1$) respectively. These two cylinders are interconnected by a pipeline. Oil is enclosed in the cylinder chambers and in the pipeline. When the plunger piston A_1 is applied with a force F_1, a pressure (say P1) is developed in the oil, which acts equally in all directions through the oil. It means that the same pressure (P1) acts on the ram piston A_2. This causes the development of a force (say F_2). The governing equations for the forces developed in the cylinders are as follows:

Fig 3



ILLUSTRATING THE CONCEPT OF FORCE MULTIPLICATION

$$F_1 = P \times A_1$$

$$F_2 = P \times A_2$$

Therefore,

$$F_2 = F_1 \times (A_2 / A_1)$$

We can see that by controlling the area ratio (A2/ A1) a larger output force can be obtained from a smaller input force. This principle is also used in many hydraulic machines. For example, a hydraulic jack used to lift cars at service stations, brakes in vehicles, etc., use the force multiplier principle for power amplification.

Example 2

To understand the idea of force multiplication, consider Fig 3 where applied force, F1= 25 N, cross sectional area of plunger, A1 = 10 cm2, ram piston area A2 = 100 cm2. What will be the force F2 required to lift the car placed on the ram platform?

Solution:

Pressure $P_1 = F_1 / A_1 = 25/10 = 2.5 \text{ n.cm}^2$

$P_1 = P_2 = 2.5 \text{ n.cm}^2$

Therefore, $F_2 = A_2 P_2$

$= 100 \times 2.5$ N

$= 250$ N

Exercises 2: A hydraulic car lift used in a service station has an input pump piston and an output plunger to support a loading platform. The pump piston has a radius of 0.012 m and the loading piston has a radius of 0.15 m. The total weight of the car and the plunger is 25000 N. If the bottom surfaces of the piston and plunger are at the same level, what input force is required to lift the car and output plunger? What pressure produces this force? [Ans: 160 N, 3.536 bar]

Oil Flow

A hydraulic system, with a pump pushing oil continuously through a pipeline, produces a oil flow between any two points in the pipeline as long as there is a pressure differential between these two points.

Flow Rate

Flow rate of oil is a measure of the volume of the oil passing a point per unit of time. It is usually measured in m^3/ s or litre per minute (lpm) or in other units.

Hydraulic Oil

Hydraulic oil is the lifeblood of any hydraulic system. Its primary function is to transmit power from one part of the system to the other part. Apart from this function, it has to lubricate the internal moving parts of system components, seal clearance between the moving parts, and act as a heat transfer medium, as it flows through the system. Oil is usually composed of base stock ad many additives. Mineral-based oils (i.e., petroleum-based oils) are used in a majority of applications. The purpose of using additives in oil is to improve the performance of the oil for a give application. Oil's resistance to flow, expressed in terms of its viscosity, is an important parameter that must be considered.

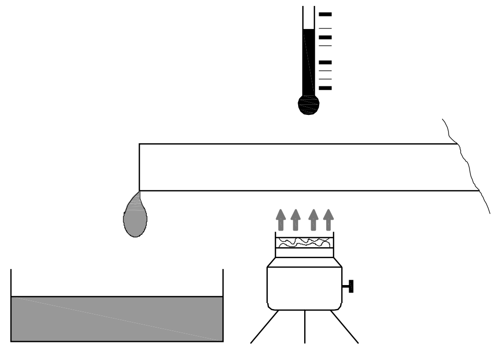
Hydraulic oils are susceptible to the problem of contamination as they are generally used in harsh environments. Presence of particulates, water, air, and their reaction products in hydraulic oils can adversely affect the performance of these systems. Therefore, the most important requirement of any hydraulic system is to maintain its oil medium in a clean state. Hydraulic filters are used to remove solid contaminants in hydraulic oil.

Viscosity (Fig 4)

Viscosity is a measure of a liquid's resistance to flow. Thicker oil has more resistance to flow and possesses a higher viscosity. Viscosity is affected by temperature. Oil viscosity decreases as the temperature of oil increases.

A property, that describes the difficulty with which oil moves under the force of gravity, is called kinematic viscosity. It is measured in terms of stokes.

Fig 4



ILLUSTRATING THE EFFECT OF TEMPERATURE ON VISCOSITY

Stoke (St): This is the CGS unit of kinematic viscosity, equivalent to square centimeter per second (cm^2/s.) The more customary unit of kinematic viscosity is the centistokes (cSt). One cSt is one one-hundredth of a stoke. The relations amongst various units of kinematic viscosity are summarized below:

* 1 stoke = 1 cm^2/s

* 1 cSt = 0.01 Stoke

* 1 cSt = 1 mm^2/s

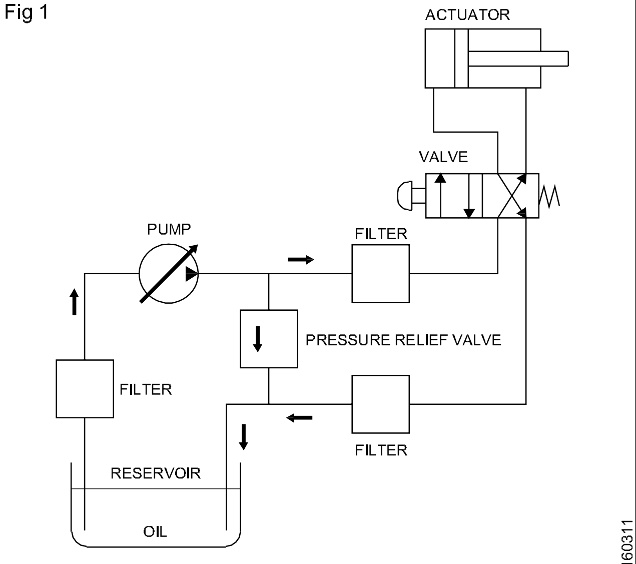
Hydraulics

Objectives: At the end of this lesson you shall be able to:
- **describe the hydraulic system**
- **understand the components of a hydraulic power pack**
- **explain the working of a hydraulic pump.**

Hydraulic System

The hydraulic system is shown in the schematic diagram of Figure 1. The system is a closed system and comprises a power pack, control valves, and actuators. The hydraulic power pack consists of a hydraulic pump coupled to engine, a reservoir filled with oil, and a pressure relief valve (PRV). The pump pushes the oil into the closed system. It develops a high pressure, when the pump flow encounters some opposition. Therefore, the mechanical energy provided by the prime mover of the pump is converted into hydraulic energy. This energy is transmitted to hydraulic actuators through the oil medium. Hydraulic actuators, such as cylinders, are used to convert the hydrostatic energy back to mechanical energy. Hydraulic valves are used to control the direction and the speed of the actuators. The pressure relief valve is used to limit the pressure in the system.

Fig 1



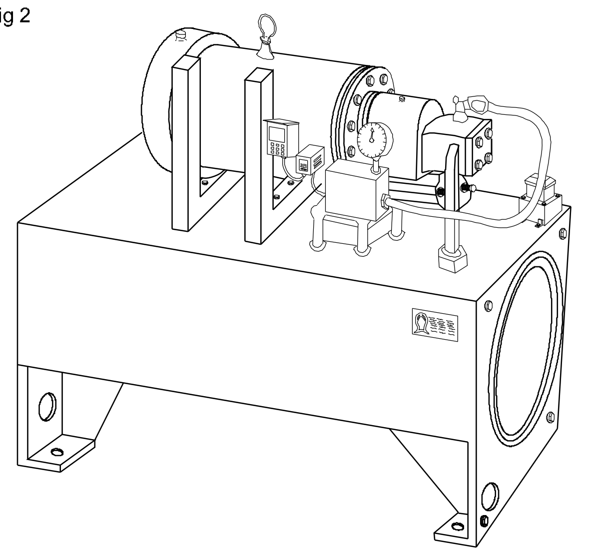
REPRESENTATIONS OF A TYPICAL HYDRAULIC SYSTEM

All system components are interconnected through fluid conductors, such as pipes, tubing and/or hoses, for the leak-free transmission of the hydraulic power. The pressurized oil media must be positively confined in the system, through the use of effective seals, for the efficient utilization of the power. Contaminants should not be allowed to accumulate in the system. Filters are used to remove contaminants in the oil medium.

Reservoir (Fig 2)

A hydraulic power pack, employed in a hydraulic system, transforms the power conveyed by its prime mover into hydraulic power, at pressures and flow rates as required for all system actuators. It is usually a compact and portable assembly that contains components necessary to store and condition a given quantity of oil, and to push a part of the oil into the system. The essential components are reservoir (tank), pump, relief valve, pressure gauge etc. A reservoir is essentially a container that stores a sufficient quantity of oil required for the system. A well-designed reservoir in a hydraulic system allows most of the foreign matter to drop out of the oil and assists in dissipating heat from the oil.

Fig 2

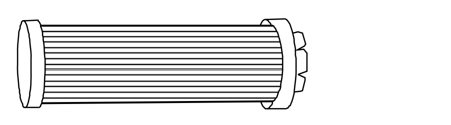


HYDRAULIC POWER PACK

Oil Filter (Fig 3)

Impurities can be introduced into a system as a result of mechanical wear, and external environmental influences. For this reason filters are installed in the hydraulic circuit to remove dirt particles from the hydraulic oil. The reliability of the system also depends on cleanliness of oil.

Fig 3



HYDRAULIC FILTER ELEMENT

Pressure Relief Valve (Fig 4)

A pressure relief valve (PRV) is used in a hydraulic system to limit the maximum working pressure of the system to a safe value in order to protect operating personnel against injury and system components against any damage.

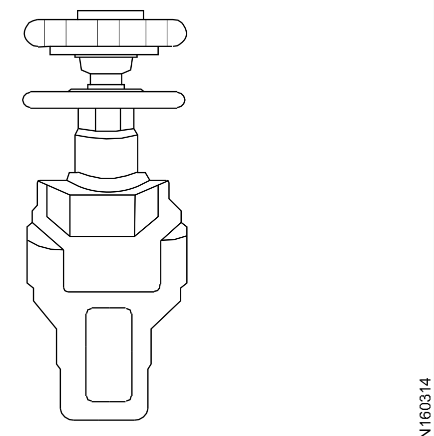


Fig 4

PRESSURE RELIEF VALVE

External Gear Pump (Fig 5)

Figure 5 illustrates the operation of an external gear pump with the help of its schematic diagrams in three critical positions. It is basically consists of two close-meshing identical gears, enclosed in a close-fitting housing. Oil chambers are formed in the space enclosed by the gear teeth, pump housing, and side plates. Each of the gears is mounted on a shaft supported on bearings in the end covers. One of the gears - called the drive gear - is coupled to a prime mover through its drive shaft. The second gear is driven, as it meshes with the driver gear.

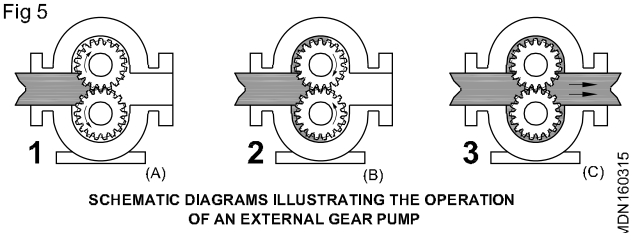


Fig 5

SCHEMATIC DIAGRAMS ILLUSTRATING THE OPERATION OF AN EXTERNAL GEAR PUMP

The gears rotate in opposite directions when driven by the prime mover, and mesh at a point in the housing between the inlet and outlet ports. When the gears rotate in the housing, the diverging teeth create an expanding volume at the inlet side of the pump. This creates a partial vacuum at the inlet chamber of the pump, which draws oil into the chamber from the system reservoir (Fig 5a). The oil then travels around the periphery of the rotating gears as two streams (Fig 5b). Since the pump has a positive internal seal against leakage, the oil is positively ejected out of its delivery port (Fig 5c). Therefore, when run by the prime mover, the intermeshing gears displace a fixed volume of oil from the suction side to discharge side in one revolution of the drive shaft and crate a flow.

Internal Gear Pump (Fig 6)

Figure 6 illustrates the operation of an internal gear pump with the help of its schematic diagrams in three critical positions. This pump consists of an outer rotor gear, an inner spur gear, and a crescent-shaped spacer, all enclosed in a housing. The inner gear with less number of teeth operates inside the rotor gear. The gears are set eccentric to each other. The stationary crescent spacer is machined into the space between these gears and separates them. The spacer divides the oil stream, and acts as a seal between the suction and discharge ports.

Any one of the gears can be driven through a shaft supported on bearings. Both the gears rotate in the same direction, when power is applied to the drive shaft. The rotation of gears causes the teeth to un-mesh near the inlet port and consequently a partial vacuum is created at the inlet chamber of the pump, which draws oil into the chamber from the system reservoir (Fig 6a). Oil trapped between the inner and outer gear teeth on both sides of the spacer is carried from the inlet port to the delivery port, as the gears rotate (Fig 6(b & c). Since the pump has a positive internal seal against any leakage, the oil is positively ejected out of the delivery port.

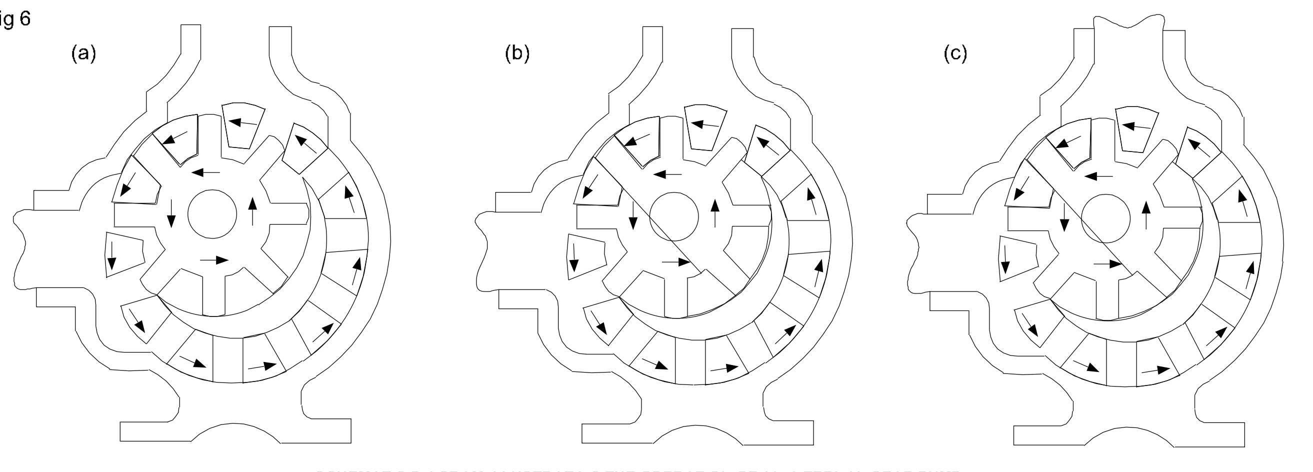


Fig 6

SCHEMATIC DIAGRAM ILLUSTRATING THE OPERATION OF AN INTERNAL GEAR PUMP

Hydraulic actuators, and valves

Objectives: At the end of this lesson you shall be able to
- **explain different types of hydraulic actuators**
- **explain the symbol and working of hydraulic DC valves**
- **explain the symbol and working of non-return valve**
- **explain the symbol and working of an adjustable type throttle valve.**

Hydraulic Actuators

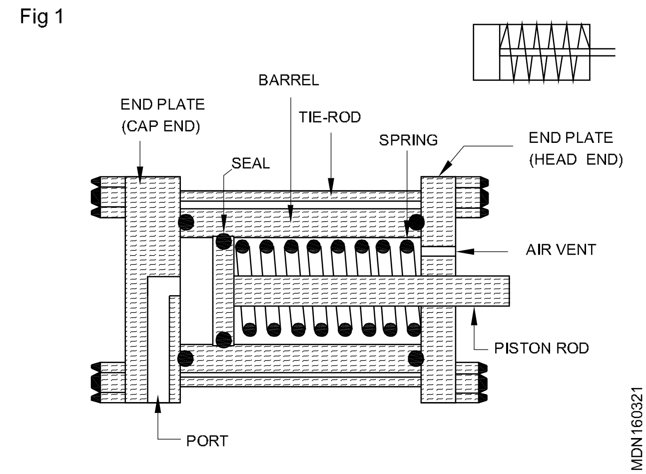
A linear actuator, as used in hydraulic system, converts hydraulic power into a controllable linear force and/or motion.

Single-acting Hydraulic Cylinders

A single-acting cylinder is designed to exert force hydraulically in one direction - either on its extension stroke or on its retraction stroke. It utilizes some other force to complete the motion in the other direction. It can be seen that the single-acting cylinder is capable of performing work only in one direction of its motion and hence the name single-acting cylinder.

The cross-sectional view of a single-acting cylinder is shown in Figure 1. It consists of a barrel, a piston-and-rod assembly, a spring, end-caps, a set of seals, and a port. Oil chamber is formed in the cylinder with the barrel, piston, and the piston-side end-cap. The piston-and-rod assembly is a tight-fit inside the barrel and is biased by the spring. The port is integrated into its cap-end to permit or to relieve the system oil. Application of a hydraulic pressure through the port moves the piston-and-rod assembly in one direction to provide the working stroke. The piston-and-rod assembly moves in the opposite direction, either by a spring force or by gravity, or even by exerting an external force. In a cylinder with a spring-assisted retraction, the spring is designed not to carry any load, but, to retract the piston-and-rod assembly with sufficient speed.

Fig 1

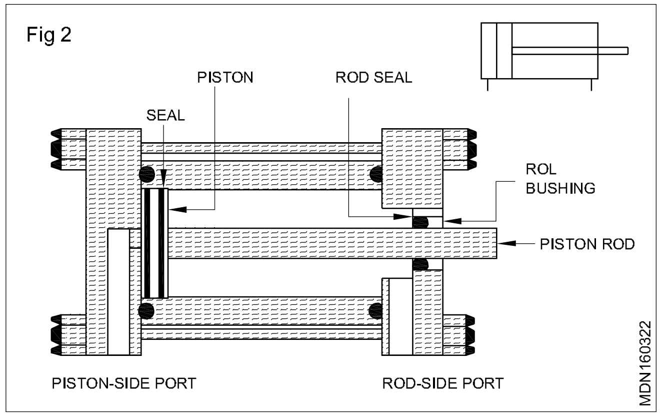


A schematic diagram showing the cross-sectional view of a single-acting cylinder.(Fig 1)

Double-acting Hydraulic Cylinders

Double-acting hydraulic cylinders, like single-acting cylinders, are also linear actuators. A double-acting cylinder can perform work in both directions of its motion, and hence the name double-acting cylinder.

Fig 2



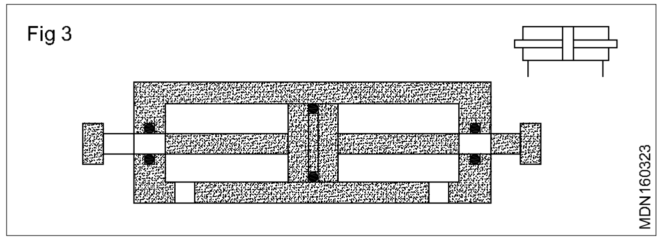
Cross-sectional view of a double-acting cylinder. (Fig 2)

A cross-sectional view of a double-acting hydraulic cylinder is given in Figure 2. It consists of a barrel, a piston-and-rod assembly, end-caps, a set of seals, and two ports. The double-acting cylinder has oil ports on both ends, namely piston-side port and piston-rod-side port. Application of a hydraulic pressure through the piston side port extends the cylinder, provided that the pressure from the piston-rod side is relieved. In the same way, application of a hydraulic pressure through the piston-rod side port retracts the cylinder, provided that the pressure from the piston side is relieved.

Double Rod-end Hydraulic Cylinders

A double rod-end cylinder has piston-rods extending out of the cylinder at both ends, as shown in Fig 3. It has equal areas on both sides of the piston.

Fig 3



A double rod-end hydraulic cylinder.(Fig 3)

2/2-way Directional Control (DC) Hydraulic Valve

Simplified sketches of a 2/2 - DC (way) valve are shown in Fig 4. The valve consists of housing with a sliding spool, a compression spring. The spool is designed to slide in a close-fitting bore of the valve body. The groove between lands on the spool provides leak-free flow paths between the ports. The operation of the valve is explained with the help of the two views of the valve in its normal and actuated positions.

Fig 4

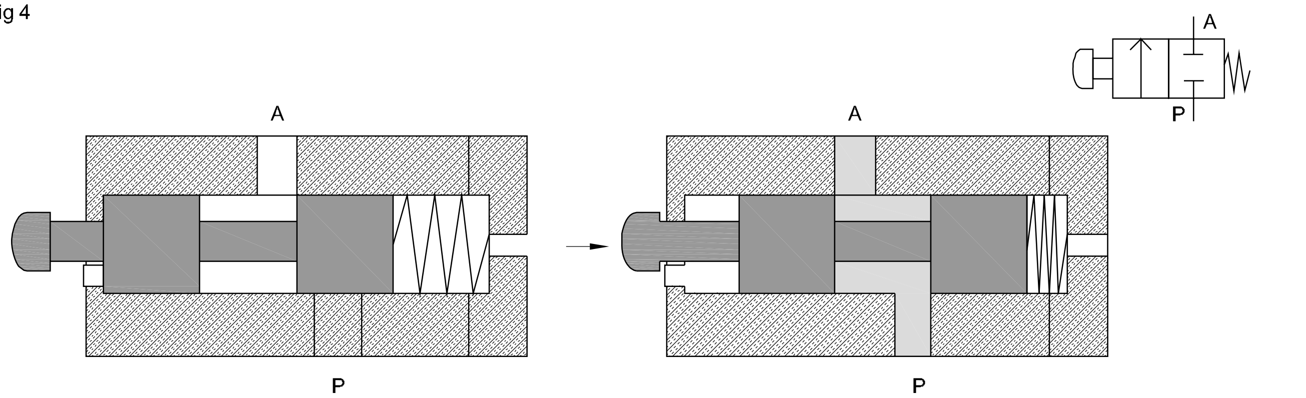


Fig 4 (a) Normal position **Fig 4 (b) Actuated position**

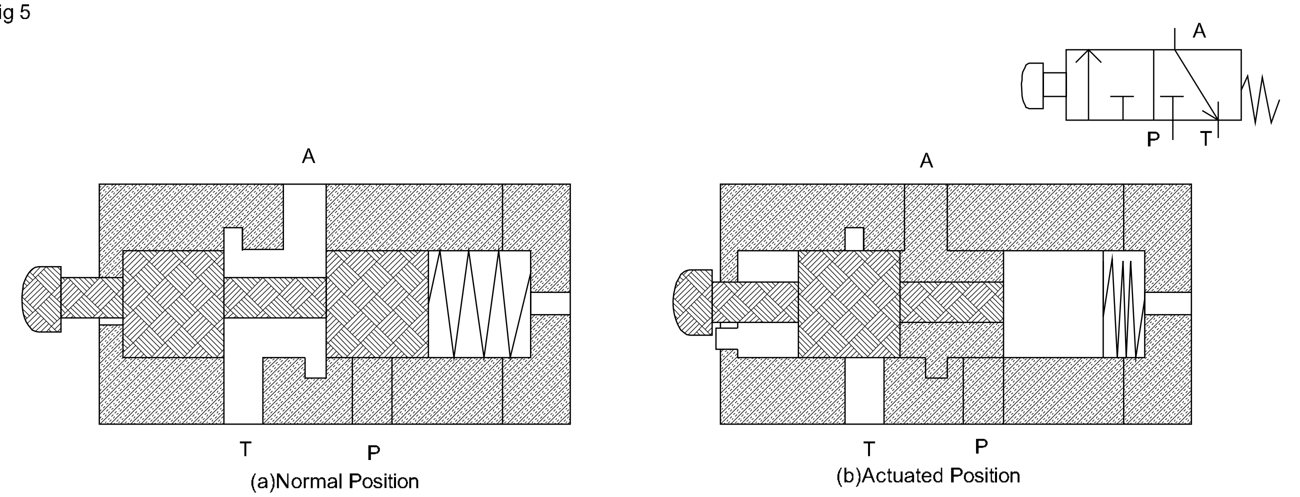
(Fig 4) Cross-sectional views of a 2/2-DC hydraulic valve in its normal and actuated positions.

In the normal position of the valve, as shown in Figure 4(a), both the pressure port P and the working port A are blocked. In the actuated position of the valve, as shown in Figure 4(b), the working port A is open to the pressure port P. Once the actuating force is removed, the compression spring brings the spool back to its normal position.

3/2-Directional Control (DC) Hydraulic Valve

A 3/2-DC (way) valve has three ports and two switching positions. The cross-sectional views of a spool type 3/2-DC valve in its normal position as well as actuated position are shown in the simplified sketches of Figure 5. The pressure port is blocked in the normal position of the valve, as shown in Figure 5(a). In the actuated position of the valve, as shown in Figure 5(b), the working port A is open to the pressure port P and closed to the tank port T. The 3/2-way valves can be used to control single-acting hydraulic cylinders.

Fig 5

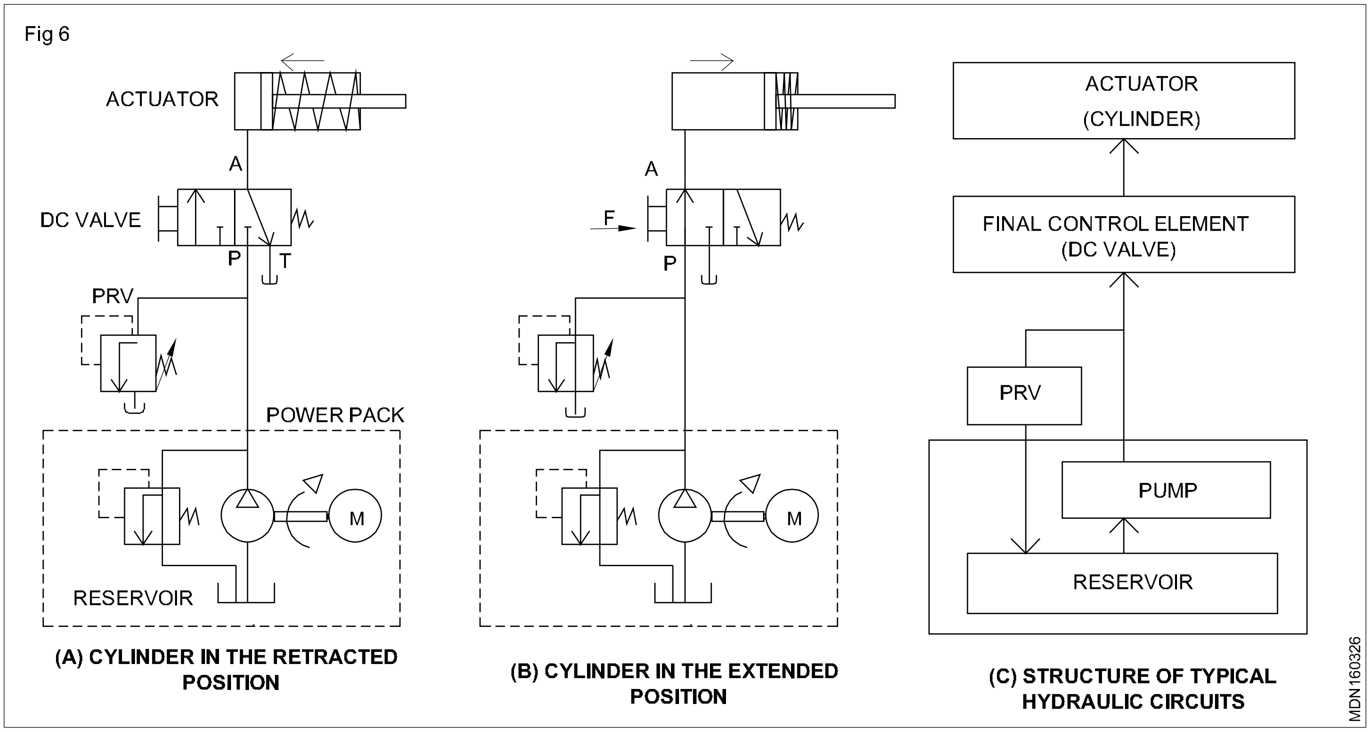


(Fig 5) Cross-sectional views of a spool type 3/2-DC hydraulic valve (NC type) in its normal and actuated positions.

Example 1: A single-acting hydraulic cylinder is to clamp a component when a push-button valve is pressed. As long as the push-button is pressed, the cylinder is to remain in the clamped position. If the push-button is released, the cylinder is to retract to its home position. Develop a hydraulic circuit to implement the control task using a fixed-displacement pump and a 3/2-Dc valve.

Solution

Two positions of the hydraulic circuit, for implementing the control task given in Example 1, in the normal and actuated positions of the DV valve, are shown in Figure 6. The power supply unit consists of a hydraulic pump driven by an electrical motor, a reservoir and an integral pressure relief valve. The pump can be set by using a separate pressure relief valve (PRV), as shown.



(Fig 6) Two positions of the hydraulic circuit for the direct control of a single-acting cylinder, and a typical structure of hydraulic circuits.

The single acting cylinder can be controlled by using a manually actuated 3/2 DC valve as shown in the figure. In the actuated position of the valve, as shown in the Fig 6(b), the valve allows the flow the pump to the cylinder. The cylinder then extends to its forward direction. When system pressure reaches the setting of the relief valve, pump flow is bypassed over the relief valve against the full system pressure. This maximum pressure limiting action of teh relief valve serves to protect the system against over-pressurisation. In the normal position of the 3/2 - DC valve a shown in Fig. 6(a), the valve blocks the flow from the pump to the cylinder. The cylinder then retracts to its home position. A typical structure of hydraulic circuits is given in the block diagram of Fig 6(c).

4/2 Directional control (DC) Hydraulic valve

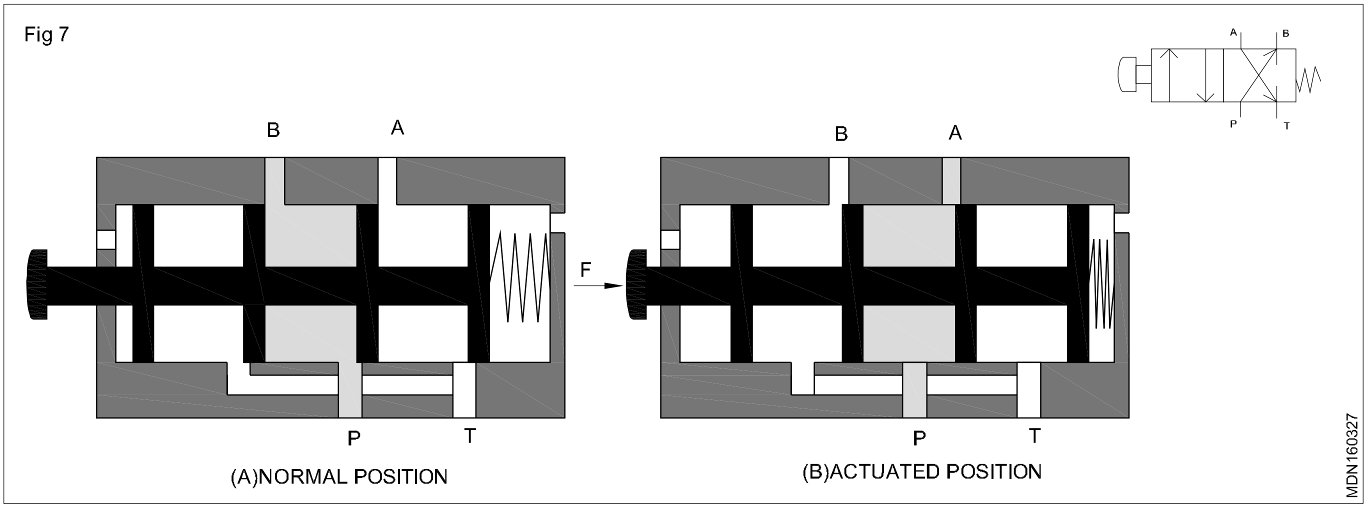
A 4/2 - DC (way) valve has four ports and two switching positions. Simplified cross-sectional views of a manually actuated 4/2 DC valve with spool design, in its normal and actuated positions, are shown in Fig. 7. In the normal position of the valve, as shown in Fig. 7(a), paths from the pressure port P to the working port B and from the working port A to the tank port T are open. When the valve is actuated, paths from the pressure port P to the working port A and from the working port B to the tank port T are open, as shown in Fig. 7(b). This valve can be used as the main valve to drive a double - acting hydraulic cylinder or a bi-directional hydraulic motor.

Example 2 A double -acting hydraulic cylinder is to extend and clamp a work - piece when a push - button valve is pressed. As long as the push - button is actuated, the cylinder is to remain in the clamped position. If the push button is released, the cylinder is to retract. Develop a hydraulic control circuit to implement the control task. A fixed -displacement hydraulic pump is used as the power source.

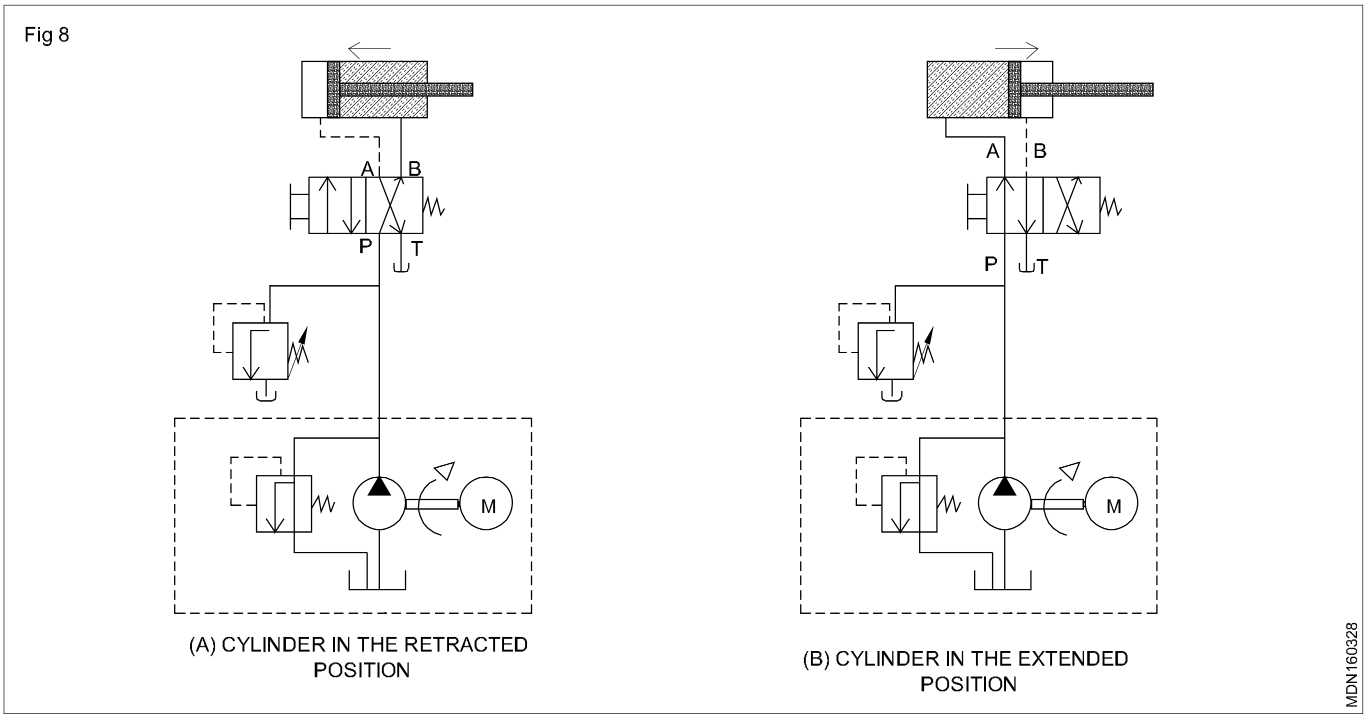
Solution

Two positions of the hydraulic circuit for the control task in Example 2 in the normal and actuated positions of the double -acting hydraulic cylinder are shown in Fig. 8. The double - acting cylinder can be controlled by using a manually-actuated 4/2 DC valve. The power supply unit consists of hydraulic pump driven by an electricla motor, a reservoir, and an integral pressure relief valve. The pump delivers pressurized oil to the circuit with constant displacement.

When the valve is actuate as shown in the Fig. 8(b) the system oil flow is directed to the iston side port of the cylinder, and the cylinder extends in the normal position of the valve as shown in the Fig. 2(a) the oil flow is directed to the piston - rod side port of the cyliner and teh cylinder retracts to its home position. The maximum / operating pressure (say 100 bar) in the system can be set by using a separate pressure relief vave (PRV) as shown .



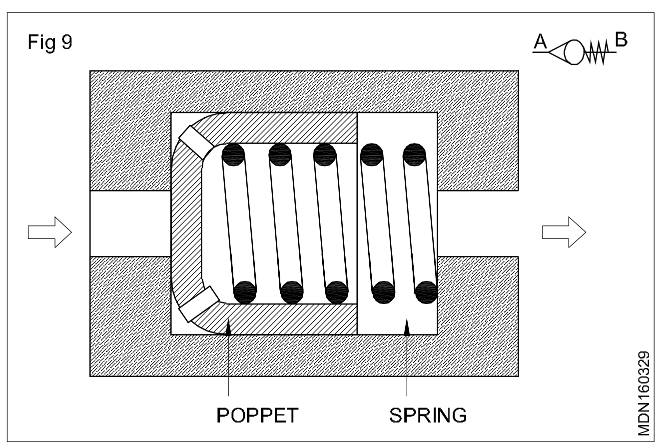
(Fig 7) Cross sectional views of a manually actuated 4/2 DC hydraulic valve in its normal and actuated position



(Fig 8) Two positions of the circuit for the control of a double-acting hydraulic cylinder.

Non-return Hydraulic Valve

A non-return valve (NRV) is the simplest type of directional control valve used in a hydraulic circuit. The value preferentially permits flow through it in one direction and blocks the flow in the reverse direction. The basic NRV is the so-called check valve. A hydraulic check valve consists of a valve body and a spring-biased ball poppet or cone poppet, apart from inlet/outlet ports. The spring holds the poppet against the valve seat. Cross-sectional views of these two types of hydraulic check valves are shown in Fig 9.

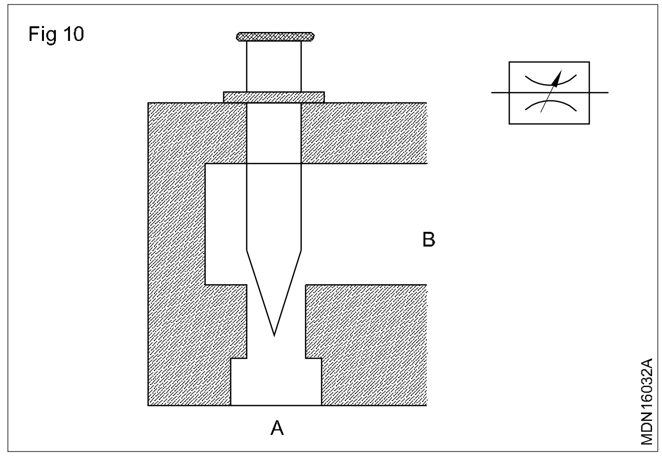


(Fig 9) Cross-sectional views of a check valve.

When the system pressure at the port A is high enough to overcome the spring force, the poppet is pushed off its seat allowing the system oil to flow freely through the valve from the port A the port B with a low-pressure drop across it. The flow through the valve is blocked when the intended flow direction is from the port B to the part A, by poppet reseating.

Flow Control (Throttle) Valve

A throttle valve is a device with a restriction that offers a resistance to the system oil flowing through it. The throttle valve regulates the flow rate of the system oil. According to the type of restriction, throttle valves are of two types. They are: (1) Fixed type and (2) Adjustable type. In a fixed type throttle valve, the restriction is fixed, whereas in an adjustable type throttle valve, the area of the restriction can be varied. These types of throttle valves are further explained in the following sections.



(Fig 10) A cross-sectional view of an adjustable type throttle valve

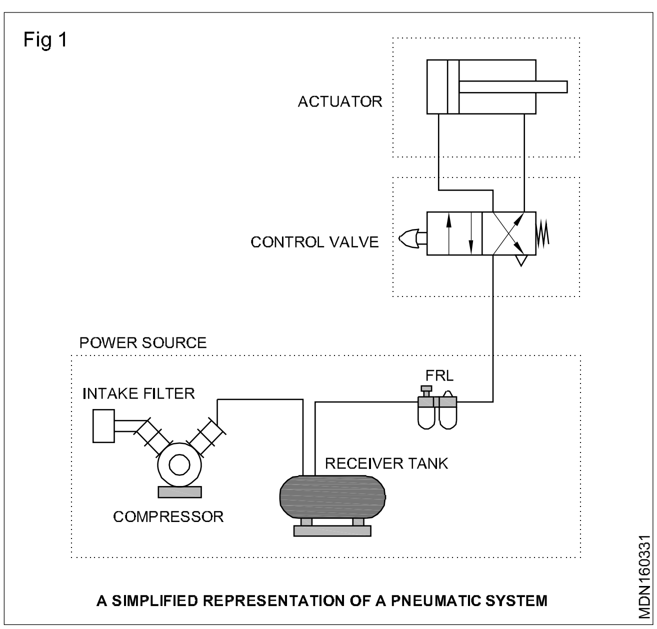
An adjustable throttle valve consists of an orifice whose cross-section can be controlled by an externally adjustable needle-shaped plunger. Oil flow passing through the controlled cross-section can be regulated precisely by the pointed needle. The cross-sectional view of the adjustable throttle valve is given in Fig 10.

Pneumatic System

Objectives: At the end of this session you shall be able to:
- **appreciate a typical pneumatic system**
- **understand the working of a reciprocating compressor**
- **explain the functions FRL**
- **explain the working of pneumatic cylinders.**

A Typical Pneumatic System

A basic pneumatic system can be thought of consisting of the following three main blocks: (1) Power source, (2) Control valves and (3) Actuators. A typical pneumatic system with a number of components is depicted in figure 1. The power source includes compressor, receiver tank, FRL etc.



A SIMPLIFIED REPRESENTATION OF A PNEUMATIC SYSTEM

Air compressor

The compressor is the most common industrial energy supply unit that converts mechanical energy into pneumatic energy. The vast of pneumatic systems use air as the operating medium. It is designed to take in air at atmospheric pressure and deliver it into a closed system at a higher pressure, as per Boyle's Law.

Boyle's law

The relation between pressure and volume of a gas is given by Boyle's law. It states that: "At constant temperature, the volume of a given mass of gas is inversely proportional to the absolute pressure." Let V_1 is the volume of a gas at pressure p1. When this gas is compressed to a volume V_2 then the pressure will rise to a value of P_2. Mathematically,

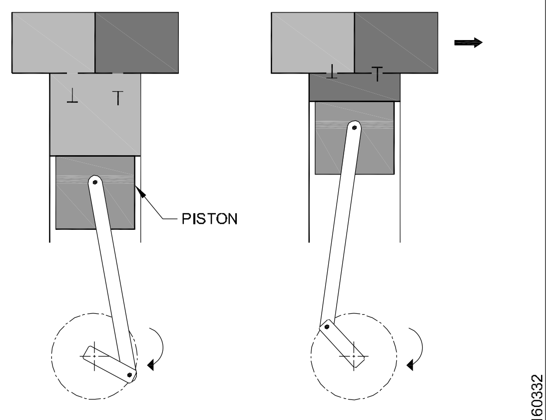
$$P_1V_1 = P_2V_2 \text{ T, Constant}$$

As air is compressed, energy used in this work is dissipated as heat, i.e., the temperature will rise as the air is reduced in volume. This is known as adiabatic compression.

Reciprocating piston compressor

Reciprocating piston compressors are very common and provide a wide range of pressures. Piston compressors are employed where high pressures (4-30 bar) are needed. Figure 2 shows the basic single-cylinder reciprocating compressor. As the piston moves down during the inlet stroke, the inlet valve opens and draws air into the cylinder. During the upward motion of the piston air is compressed and discharged through the opened outlet valve.

Fig 2

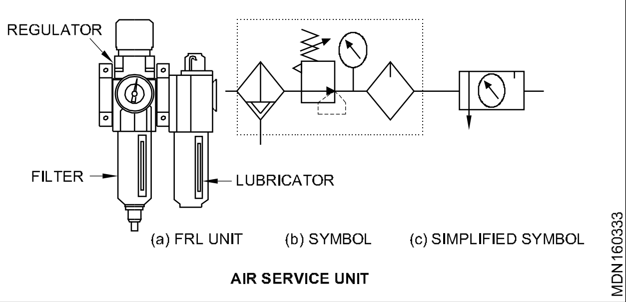


RECIPROCATING COMPRESSOR

FRL or air service unit

Compressed air, which is dry and clean, is the most important requirement for the satisfactory operation of any pneumatic system. As we are aware, compressed air in a pneumatic system is liable to be contaminated to a high degree. It is essential to remove fine dirt particles, to regulate the pressure, and perhaps to introduce a fine mist of oil in the compressed air to aid lubrication. These important functions can be accomplished through auxiliary airline equipment, namely, filter, regulator and lubricator (FRL). A combined FRL unit and detailed and simplified symbols are shown in (Fig 3).

Fig 3



AIR SERVICE UNIT

Pneumatic actuators

Pneumatic actuators are output devices for conversion of energy contained in compressed air to produce linear or rotary motion or apply a force. Linear actuators convert energy of compressed air into straight-line mechanical energy. Single-acting and double-acting cylinders are the two basic types of pneumatic linear actuators.

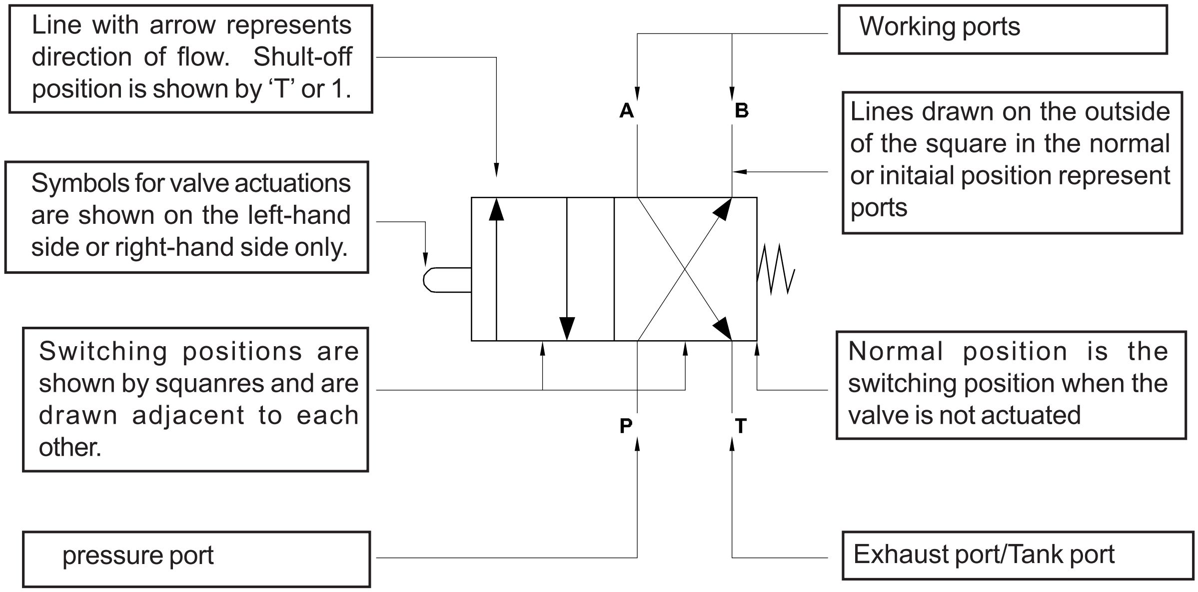
Valves in fluid power systems

In fluid power systems, power is conveyed and controlled through a fluid under pressure within a circuit. Therefore, pneumatic and hydraulic systems require valves to control or regulate the flow of pressurised fluid from power source to various actuators. According to their function, valves in fluid power systems can be divided into the following groups.

- Directional control valves (way-valves) control the direction of fluid flow.
- Non-return valves allow the fluid flow in only one direction and block the flow in the other direction.
- Pressure control valves regulate or limit the fluid pressure or generate a control signal when a set pressure is reached.
- Flow control valves restrict the fluid flow in order to reduce its flow rate.

Graphic representation

A symbol specifies only the function of the valve without indicating the design principle. Apart from that, a symbol also indicates the method of actuation and designations of ports of the concerned valve. Fluid power symbols are standardized and described in ISO 1219. This is a set of basic shapes and rules for the construction of fluid power symbols.



SYMBOL STRUCTURE FOR DC VALVES

Port markings

Ports of pneumatic values are designated using a number system in accordance with ISO 5599. Letter system for pneumatic valves is no longer used. Port markings of hydraulic valves are, however, designated using a letter system. Both systems of port marking are presented in table below.

Table: Port markings of directional control valves

Port	Letter system	Number system	Comment
Pressure port	P	1	Supply port
Working ports	A,B	2,4	4/2 or 5/2 dc valve
Exhaust (tank) ports	R,S(T)	3,5	5/2 dc valve, T for tank
Pilot port	Z,Y	10,12,14	Pilot line

Ports and positions

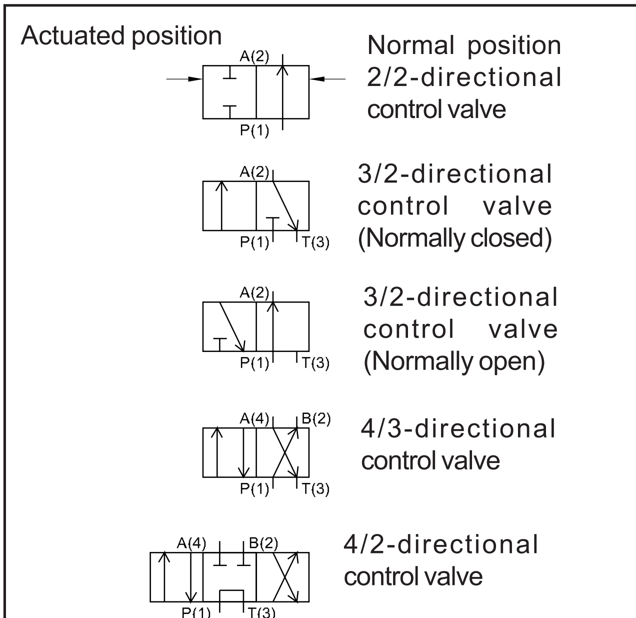
Directional control valves are described by the number of port opening or "ways" which are to be controlled. For example: a 2-way or 3way. Or 4-way valve. A 2-2ay valve is a simple on-off valve used to control power supply through the pressure port and the working port of the valve. A 3-way valve controls air supply through the pressure port, the working port and the exhaust port of the valve. Directional control valves are further described by the number of switching positions available in the valve.

Directional control valves are specified according to the number of controlled connections and number of switching positions. For example, in a 3/2-way valve, there are 3 ports and 2 switching positions. In the case of valves with two switching positions, right-hand square usually represents the normal position and left-hand square represents the actuated position. The lines for pressure, working and exhaust ports are drawn attached to the square that represents the normal (initial) position.

Graphic symbols for dc valves

Graphic symbols serve as an aid to functional identification of components in circuit diagrams of fluid power systems.

A few more examples of valve representation are given in (Fig 4) to make the idea more clear.

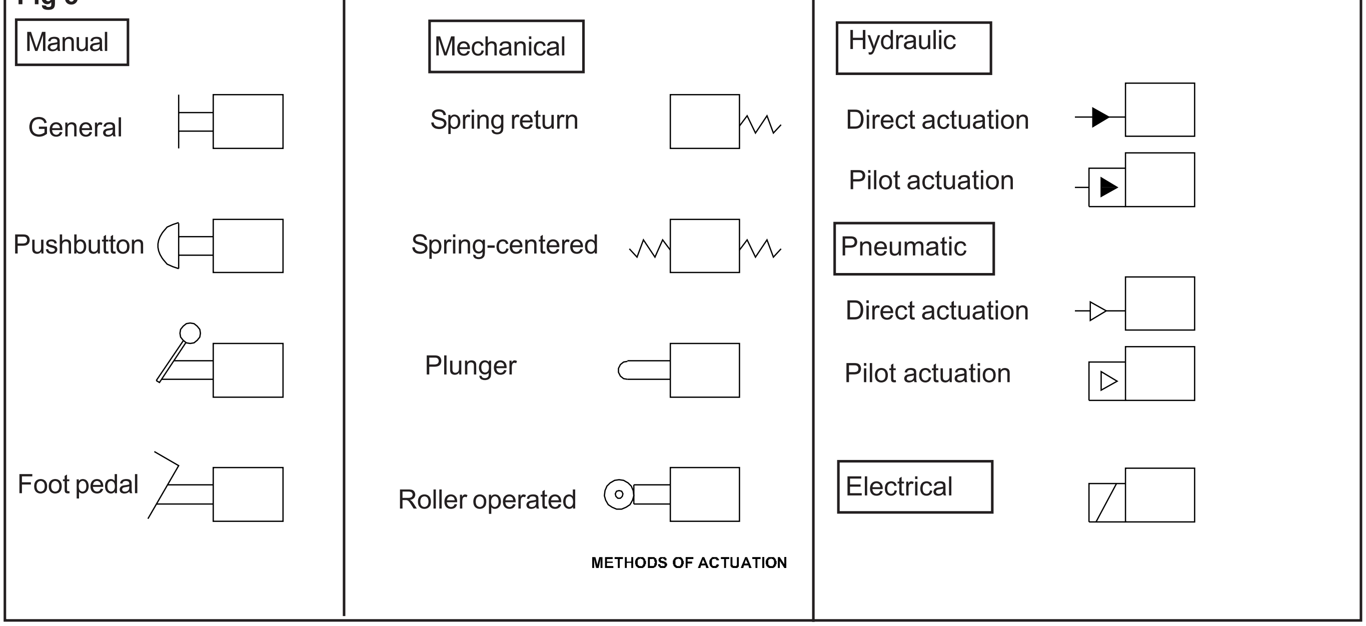


GRAPHIC SYMBOLS FOR DIRECTIONAL CONTROL VALVES

Method of valve actuation

Another important feature of directional control valves is their methods of actuation. These valves can be actuated manually or mechanically or hydraulically or pneumatically or electrically or by an appropriate combination of the above four basic methods. When the controlling spool of a valve is held in one extreme position by the force of its resetting spring, the spool is said to be "spring offset" and when the spool is held in the centre position by the spring, it is said to be "spring-centred". Symbols for methods of valve actuation are presented in (Fig 5)

Fig 5



METHODS OF ACTUATION