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Transient Simulation on Dynamic Response of Liquid Annular Seals

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1. Introduction

As an important part of the multi-stage Centrifugal pump, hydraulic turbine and other rotating power machinery, the annular seal plays an important role in restraining the internal leakage of the machinery and balancing the axial force, common Structure of the annular seal is generally located in the impeller annular seal, inter-stage seal. A lot of research has been done in the area of the annular seal as well as the Rotor Dynamics [1-4]. In the process of starting and stopping of the rotor, the rotor and seal will bear a great impact force. A lot of scientific research has also been carried out on the characteristics of fluids under transient impact force, for example, Ma Jinkui studied the variation of the minimum oil film thickness, the maximum oil film pressure and the Axis trajectory of the rotor under different pulse [5], Rao calculated the axial trajectory of the rotor under critical speed and unstable speed, and calculated the dynamic analysis of the rotor-bearing under shock excitation [6]. TICHY analyzed the influence of the transverse impact load and the impact load time on the axial trajectory of the rotor [7], Li Zhen et al. investigated the resonance of a rotor-bearing system under different kinds of loads [8], Yan et al. [9] studied flow field analysis using the CFX software, and the fluid-solid coupling analysis of the

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annular seal structure and the Jeffcott Rotor. was done.

In this paper, the dynamic response of the annular seal is studied. The sealing force, axial trajectory and fluid pressure under different sealing clearance, fluid viscosity and rotating speed were analyzed and compared.

2. Computational Model

The sealing structure of the annular seal is shown in Figure 1, and the calculation model is shown in Figure 2.

\begin{align*}
M \ddot{x} &= F_x + Q_x \\
M \ddot{y} &= F_y + Q_y + Mg
\end{align*}

\(x\) is the horizontal acceleration at the center of the rotor, \(y\) is the vertical acceleration at the center of the rotor; \(F_x\) is the sealing force in horizontal direction, \(F_y\) is the sealing force in vertical direction, \(Q_x\) is the Impact load in horizontal direction, \(Q_y\) is the Impact load in vertical direction; \(M\) is the mass of the rotor; \(g\) is gravitational acceleration. To solve the above dynamic equations, step-by-step integration method is needed to obtain the position of the axis-position.

\begin{align*}
x(\tau + \Delta \tau) &= x(\tau) + x(\tau)\Delta \tau \\
y(\tau + \Delta \tau) &= y(\tau) + y(\tau)\Delta \tau
\end{align*}

\(\Delta \tau\) is time step, \(\tau\) is total time. The new sealing thickness can be obtained by using the new axial position. The iteration cycle is repeated until the total solution time is over.

3. Calculation Result

In the finite element model, the sealing radius gap \(c=0.25\text{mm}\), the sealing length \(L=50\text{mm}\), Rotor radius \(R=50\text{mm}\), The fluid is water, and the Viscosity is \(0.001\text{Pa.s}\), density is \(1000\text{kg/m}^3\), the pressure change due to the transient impact load is not significant, the change of density is \(10^{-5}\) order of magnitude, so is not considered in this article. The equivalent rotor mass is \(25\text{kg}\), the rotor speed is \(3000\text{r/min}\), in Fluent \([10]\) software, The finite element model of the annular seal is shown in Figure 3, The grid of thickness is shown in Figure 4, Hexahedron element is used in the model, and the number of Mesh is about \(1.8\) million, It is verified that the further refinement of the grid has little effect on the calculation results. \(k-\varepsilon\) turbulence Model is used, The inlet and outlet boundary is the pressure inlet and outlet condition, The inlet pressure is \(0.2\text{Mpa}\), the outlet pressure \(0.1\text{Mpa}\), The Wall surfaces are all set to adiabatic boundaries, The fluid and the wall adopt the smooth non-slip boundary condition.
3.1 Dynamic Response under Different Radius Clearance

The axial trajectory, seal force in horizontal direction and gravity direction and seal pressure changing with impact time were calculated under the conditions of radius clearance 0.15 mm, 0.25 mm and 0.35 mm, respectively. see Figure 5-8 below. It is found that with the increase of the radius clearance, the amplitude of axial trajectory displacement response increases, the maximum value of sealing force in horizontal and gravity direction also increase, and the longer the time is needed. At the same time, with the increase of sealing radius clearance, the transient value of the maximum sealing pressure is also increase.

Figure 5. Axial trajectory under different radius clearance

Figure 6. The horizontal sealing force changes with time under different radius clearance

Figure 7. The sealing force of gravity direction changes with time under different radius clearance

Figure 8. The maximum sealing pressure changes with time under different radius clearance

3.2 Dynamic Response under Different Fluid Viscosity

The axial trajectory, seal force in horizontal direction and gravity direction and seal pressure changing with impact time were calculated under the conditions of fluid viscosity 0.001Pa.s, 0.01Pa.s and 0.06Pa.s, respectively. see Figure 9-12 below. It is found that with the increase of the fluid viscosity, the amplitude of axial trajectory displacement response decreases, the maximum value of sealing force in horizontal and gravity direction also decrease, and the less time is needed. At the same time, with the increase of sealing radius clearance, the transient value of the maximum sealing pressure is also increase.

Figure 9. Axial trajectory under different fluid viscosity

Figure 10. The horizontal sealing force changes with time under different fluid viscosity

DOI: https://doi.org/10.30564/jmser.v3i1.2597
3.3 Dynamic Response under Different Rotational Speed

The axial trajectory, seal force in horizontal direction and gravity direction and seal pressure changing with impact time were calculated under the conditions of rotational speed 1000r/min, 3000r/min, 5000r/min, respectively. See Figure 13-16 below. It is found that with the increase of the rotational speed, the amplitude of axial trajectory displacement response decreases. The maximum value of the sealing force in the gravity direction is basically the same and the time is the same. At the same time, with the increase of the rotational speed, the transient value of the maximum sealing pressure is also the same and the time is the same. It shows that this phenomenon has little to do with the rotational speed.

4. Conclusion

The results show that the maximum sealing pressure and sealing force of gravity direction will increase greatly in a very short time and then reduce rapidly. When sealing clearance increases, the displacement response amplitudes of axis trajectory, the maximum sealing force of gravity direction and maximum sealing pressure also increase. When liquid viscosity increases, the displace-
ment response amplitudes of axis trajectory, the maximum sealing force of gravity direction and maximum sealing pressure decrease. We also found that different rotor speed has almost no influence on the maximum sealing force of gravity direction and maximum sealing pressure.

Acknowledgment

This study has been funded by Key projects of technological innovation and application development of Chongqing, China (Grant NO.cstc2018jszx-cyzd0729).

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