Baseline Experimental Results on the Effect of Oil Temperature on Shrouded Meshed Spur Gear Windage Power Loss

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Windage power loss (WPL)

- Drag on gear tooth in transmitting load.
- Viscous drag on gear faces
- Air/Oil impingement on tooth surface (inertia effects)
- Significant at greater than 10,000 ft./min. (51 m/s)
- Gearbox efficiency losses
- Reduced rotorcraft performance (i.e. payload, range)

Ref:
Shrouded Spur Gear WPL Work

  • single spur gears, air
  • reduction in WPL with axial and radial shrouding
  • single and meshed spur gears, shrouding, air/oil
  • decrease in WPL with increasing oil temp., increase in WPL with increasing oil flow
• (2011) Combined Analysis & Experimental Validation
  • single spur gear analyses, shrouding
  • Hill: “CFD Analysis of Gear Windage Losses….”
  • Handschuh: “Initial Expts. of High-Speed Drive Sys. Windage Losses”
  • 7x to 12x increase in WPL for meshed spur gears compared to single spur gears
  • Explore WPL sensitivity to oil flow rate and oil temperature
Focus of this work

• Obtain WPL experimental on meshed spur gears
  • Oil inlet temperatures: 100°F (38°C), 125°F (52°C), 160°F (71°C), 180°F (82°C)
  • Constant oil pressure
  • 4 shroud configurations

• Compare with literature
  • Single vs Meshed
  • Unshrouded vs Shrouded

• Identify WPL trends, if any

• Outline additional research
# Gear Information

<table>
<thead>
<tr>
<th>Gear Parameter</th>
<th>Drive-side</th>
<th>Driven-side</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of teeth</td>
<td>44</td>
<td>52</td>
</tr>
<tr>
<td>Pitch / module, 1/in. (mm)</td>
<td>4 (6.35)</td>
<td></td>
</tr>
<tr>
<td>Face Width in. (mm)</td>
<td>1.12 (28.4)</td>
<td>1.12 (28.4)</td>
</tr>
<tr>
<td>Pitch Diameter, in. (mm)</td>
<td>11.0 (279.4)</td>
<td>13.0 (330.2)</td>
</tr>
<tr>
<td>Pressure Angle, deg.</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>Outside Diameter, in. (mm)</td>
<td>11.49 (291.85)</td>
<td>13.49 (342.65)</td>
</tr>
<tr>
<td>Material</td>
<td>Steel-SAE 5150H</td>
<td></td>
</tr>
</tbody>
</table>
# Shroud Information

<table>
<thead>
<tr>
<th>Shroud Config.</th>
<th>Axial Clearance</th>
<th>Radial Clearance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Per side [inches] (mm)</td>
<td>Drive [inches] (mm)</td>
</tr>
<tr>
<td>(U) Unshrouded w/o clam-shell housing</td>
<td>2.25 (57.15)</td>
<td>2.5 (63.5)</td>
</tr>
<tr>
<td>(CS) Unshrouded w/ clam-shell housing</td>
<td>1.5 (38.1)</td>
<td>0.82 (20.83)</td>
</tr>
<tr>
<td>(C36) shrouded</td>
<td>1.2 (30.5)</td>
<td>0.66 (16.76)</td>
</tr>
<tr>
<td>(C1) shrouded</td>
<td>0.039 (1.00)</td>
<td>0.039 (1.00)</td>
</tr>
</tbody>
</table>
Continued - Shrouding

Axial Shroud

Clam-Shell Housing
Drive-Side, Upper-Half

Axial Slots

Radial Slots

Upper Drive-Side

Upper Driven-Side

Clam-Shell Housing

Oil-Drain Slot

Lower Drive-Side

Lower Driven-Side
NASA WPL Test Rig

- dc motor: 150 hp (112 kW)
- speed-up gearbox: 1:5.17 ratio
- Eddy-current brake: 73.8 ft.-lb. (100 N-m) at 2865 rpm (300 rad./sec.)
- torque-meter: 2,000 in-lbs (226 N-m)
- Into-mesh lubrication
- Measurements
  - shaft speed
  - gear fling-off temperature
  - gear mesh oil flow
  - oil inlet/exit temperature
WPL Test

- Spin-down at 10,000 rpm (1047 rad/s)
  - (i.e. disengage drive motor, clutches, dynamometer)
  - 10,000 rpm (1047 rad/s) in 2000 rpm increments every 100 seconds
  - Record speed vs time
  - Repeat 2x for 3 cycles total.

- Oil In:
  - 100°F (38°C), 125°F (52°C), 160°F (71°C), 180°F (82°C)

- Shroud Config
  - U, CS, C36, C1
WPL Calculation

- \( WPL = P_{total} - P_{gear\ mesh} - P_{driveline\ losses} \)

- \( P_{total} = \left( \tau_{system}[\text{ft-lbf}] \times N[\text{rpm}] \right) \div 5252 \)
  \( \tau_{system} = I_{system} \times \alpha_{system} \)
  \( I_{system} \) (equivalent inertia for meshed spur gears)
  \( \alpha_{system} \) via experiment

- \( P_{gear\ mesh} \) (estimated via NASA TP 1622, minimal, 1%)

- \( P_{driveline\ losses} = \left( \tau_{driveline}[\text{ft-lbf}] \times N[\text{rpm}] \right) \div 5252 \)
  \( \tau_{driveline} = I_{driveline} \times \alpha_{driveline} \)
  \( I_{driveline} \) (curved rail method by Genta)
  \( \alpha_{driveline} \) via experiment
WPL variation with increased oil temp.

- WPL unchanged with increased oil inlet temperature
- Oil flow increased with temperature:
  - 0.73 gpm (2.76 lpm),
  - 0.90 gpm (3.41 lpm),
  - 0.97 gpm (3.67 lpm),
  - 1.05 gpm (3.97 lpm)
- Indicative of WPL sensitivity to oil flow
- WPL unchanged for CS, C36, C1 configs.
WPL variation w/shroud configuration

- Increase in WPL of ~10x (single vs. meshed)
- More than double
- Possible WPL insensitivity to shrouding (i.e. C36 vs C1) at surface speeds tested
Brg. temp. variation: U configuration

<table>
<thead>
<tr>
<th>Input Inboard</th>
<th>Input Outboard</th>
<th>Output Inboard</th>
<th>Output Outboard</th>
</tr>
</thead>
<tbody>
<tr>
<td>T100:IP IB</td>
<td>T100:PO OB</td>
<td>T100:OI IB</td>
<td>T100:PO OB</td>
</tr>
<tr>
<td>T160:IP IB</td>
<td>T160:PO OB</td>
<td>T160:OI IB</td>
<td>T160:PO OB</td>
</tr>
<tr>
<td>T180:IP IB</td>
<td>T180:PO OB</td>
<td>T180:OI IB</td>
<td>T180:PO OB</td>
</tr>
</tbody>
</table>

Surface speed [m/s]

Surface speed [ft./min.]

Shaft bearing temperature [°F]

Shaft bearing temperature [°C]
Brg. temp. variation: C1 configuration

Baseline Exp. Results on the Effect of Oil Temp. on Shrouded Meshed Spur Gear WPL
Gear fling-off (GFO) temp. variation

- GFO highest with C1 config.
- 40-50°F (20-30°C) difference at 28,000 ft./min. (142 m/s)
- Nearly identical GFO temps. for C36, CS, and U configurations
- Close clearance shrouds may increase local heating to gear
Summary Points

• At controlled oil pressure at tested oil inlet temperatures:
  • WPL data were identical for the U and CS shroud configurations.
  • WPL data were identical for the C36 and C1 shroud configurations.
  • WPL data (C36 & C1) less than (U & CS) shroud configurations.
  • Potential insensitivity of WPL to shrouding (C36 vs C1) for surface speeds tested.
• Shroud effectiveness may be reduced if oil temperatures and oil flows are not controlled.
• Shrouding appears to limit conductive and convective heat transfer to the surrounding structure
  • could potentially be used to limit localized heating to the vicinity of the rotating gears.
  • Increased heating to gear (i.e. GFO results) needs to be accounted for.
• Estimates of power savings for optimal rotorcraft shrouding should always be stated, or qualified, for a given temperature and lube flow rate. The study presented herein highlights the importance of these parameters on the effectiveness of a given shroud configuration in reducing gearbox windage losses.
Acknowledgements

- NASA Revolutionary Vertical Lift Technology Project
- Robert F. Handschuh
- Sig Lauge

HX5 Sierra, Technical Test Support
APPENDIX
- Helicopter Performance Chart
- Torque required for cruise or level flight, Figure 7.3