
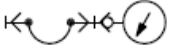
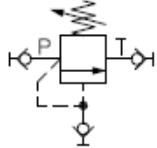



### Components:

You will require the following components:

Hose assembly		1x Pressure gauge DZ1.4	
1x Pressure relief valve DD1.1		1x Throttle valve DF1.2	

Pressure hoses

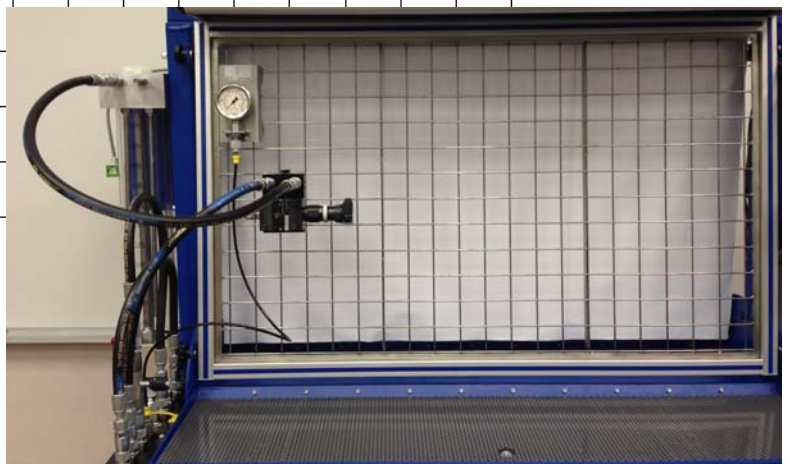
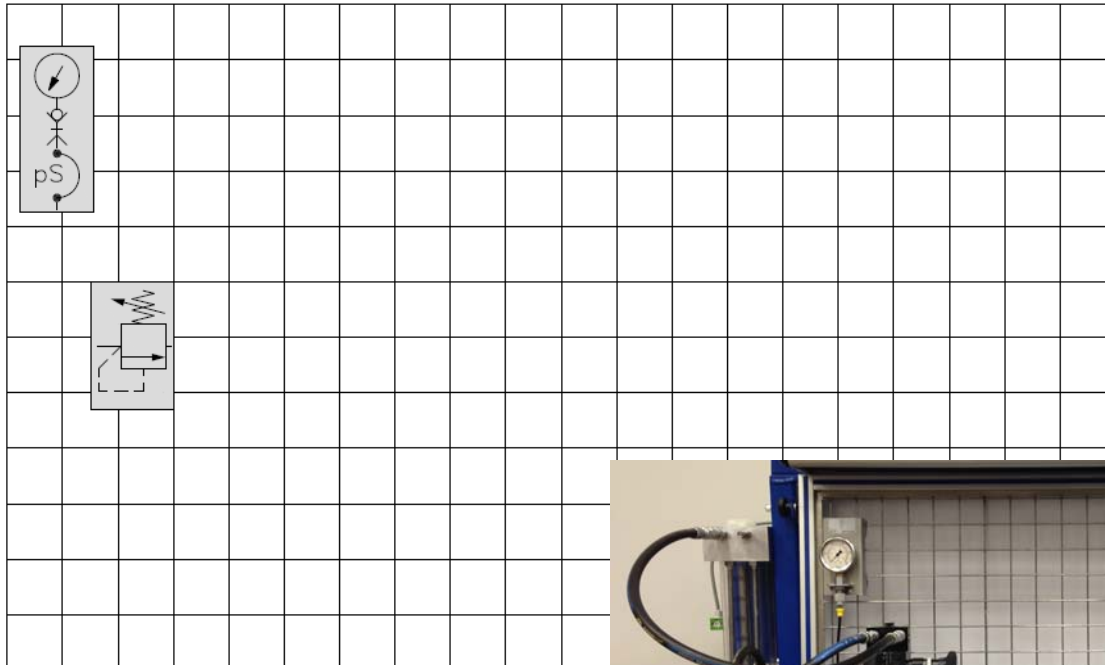
Stop watch

Before beginning the experiment read the **Rules for hydraulic trainer operation** sheet.

### Setting up the experiment

Set up the circuit observing the following points:

1. Make sure the pump is switched off and the circuit is not pressurized.
2. Mount the individual components on the training stand grid and interconnect them according to the hydraulic schematic



### Experimental procedure

#### Determining the characteristic curve of the pressure relief valve DD1

Steps in the experimental procedure:

1. Has your instructor checked the constructed circuit?
2. Check again that all connection hoses are firmly coupled.
3. Back out the setting of the pressure relief valve DD1.1 to a setting of zero on the scale indicator (see photo)
4. Open the throttle valve DF1.2 completely (fully CCW)
5. Ensure that the red E-STOP button is not engaged on either side of the trainer (rotate button to reset).
6. Open the shut-off valve on the measuring glass to allow it to drain to tank
7. Switch on the pump via the green START push button.



### 3. Exercise I

The system pressure is to be measured dependant on the position of the control knob of the pressure relief valve DD1.1

- a) Close the fine throttle valve DF1.2 by turning the adjustment knob completely clockwise.
- b) With the control knob on the pressure relief valve DD1.1 set at zero on the scale indicator read the pressure at gauge pS and record this in table 1.
- c) Turn the control knob of the pressure relief valve clockwise one turn at a time and enter the pressure read at the pressure gauge DZ1.4 in table 1.

## Exercise II

The (Q-p) flow-pressure dependence of the pressure relief valve is to be measured at a maximum pressure setting of 40 bar.

- Ensure that the throttle valve DF1.2 is closed completely
- Set the system pressure to 40 bar with the adjustment knob of the pressure relief valve DD1.1
- Using the stopwatch, measure the time to fill 1 litre into the measuring glass i.e. measure the time between oil level readings of 1 litre and 2 litre. Record this time in table 2.
- Open the throttle valve DF1.2 by 0.2 turns (with the valve closed pick a reference point on the stem of the valve adjustment and rotate the knob by two digits as shown in the following photos)



Valve DF1.2 closed

Valve DF1.2 open 0.2 turns

- Measure and record the time to fill 1 litre and the pressure at pS at each of these settings.
- Conventionally the flow rate is given as liters per minute (L/min). We will also follow this convention. We can calculate this flow rate using the following formula.

$$Q = \frac{\text{volume (1 litre)}}{\text{measured time (sec)}} \times \frac{60 \text{ seconds}}{1 \text{ minute}}$$

$$Q = \frac{60}{\text{measured\_time(sec)}}$$

#### 4. Exercise III

The cracking pressure of the pressure relief valve is to be determined. The setting of relief valve DD1.1 should remain unchanged from exercise II (i.e. maximum pressure should be 40 bar)

- a) Open the throttle valve DF1.2 completely (minimum pressure should be seen on the gauge and there should be no flow at the measuring glass)
- b) Begin slowly closing the throttle valve DF1.2 until you notice oil flow start at the measuring glass. Note the pressure at which this flow stream first begins.

Pressure: 28 bar

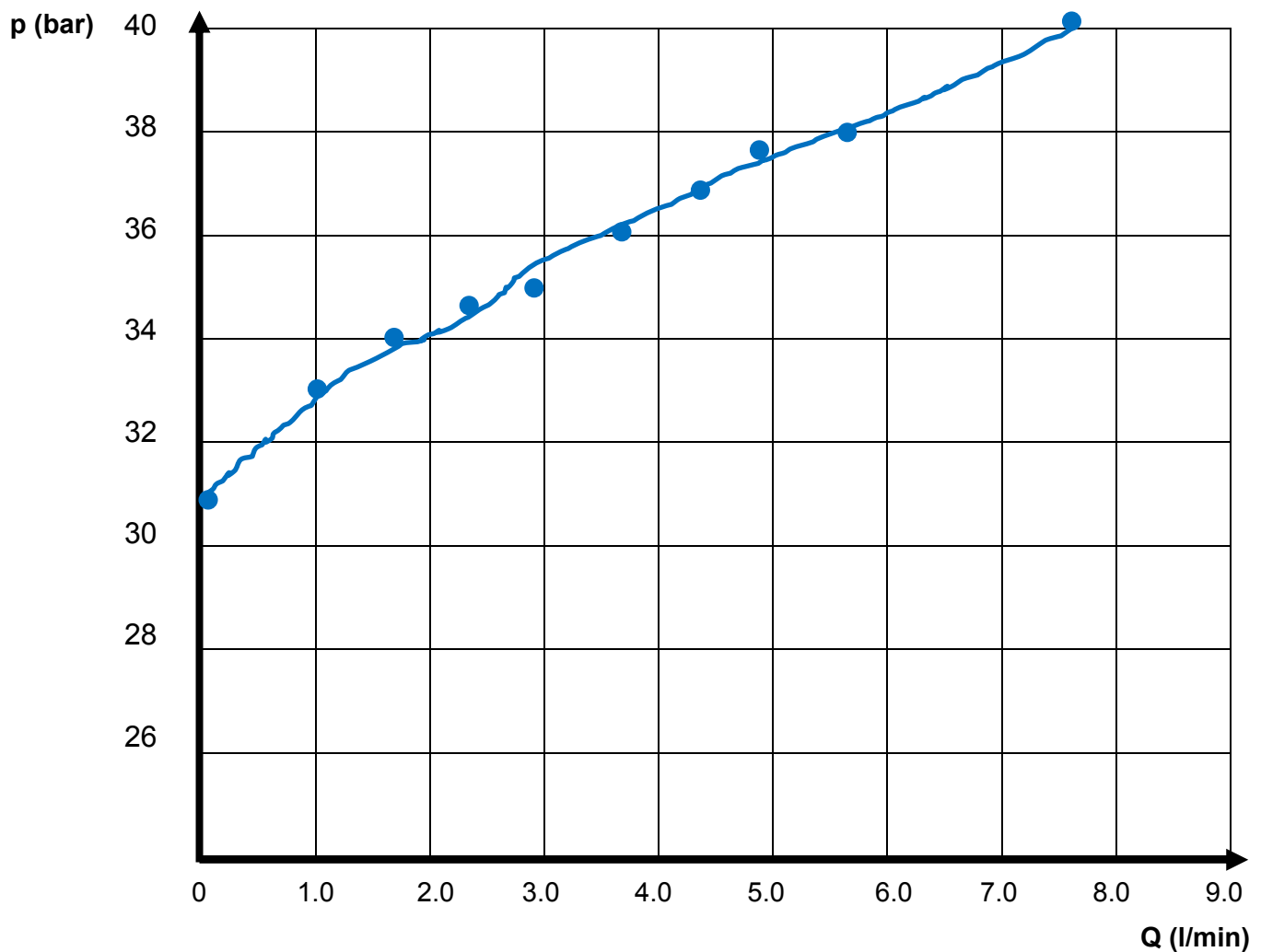
## Evaluation

Turns of control knob DD1	0	1	2	3	4	5	6	7	8	9	10
pS (bar)	5	5	8	17	29	43	50	50	50	50	50

Table 1

Throttle valve	System pressure pS in bar	Time to fill 1 litre (seconds)	Flow through pressure relief valve Q (l/min)
Closed	40	8.22	7.30
0.2 turns	38	10.57	5.68
0.4 turns	37.5	12.1	4.96
0.6 turns	37	13.84	4.34
0.8 turns	36	16.36	3.67
1.0 turns	35	19.91	3.01
1.2 turns	34.5	25.97	2.31
1.4 turns	34	37.4	1.60
1.6 turns	33	60	1.0
1.8 turns	31	1200	0.05
2.0 turns	28	—	0.0
Fully open	3	—	0.0

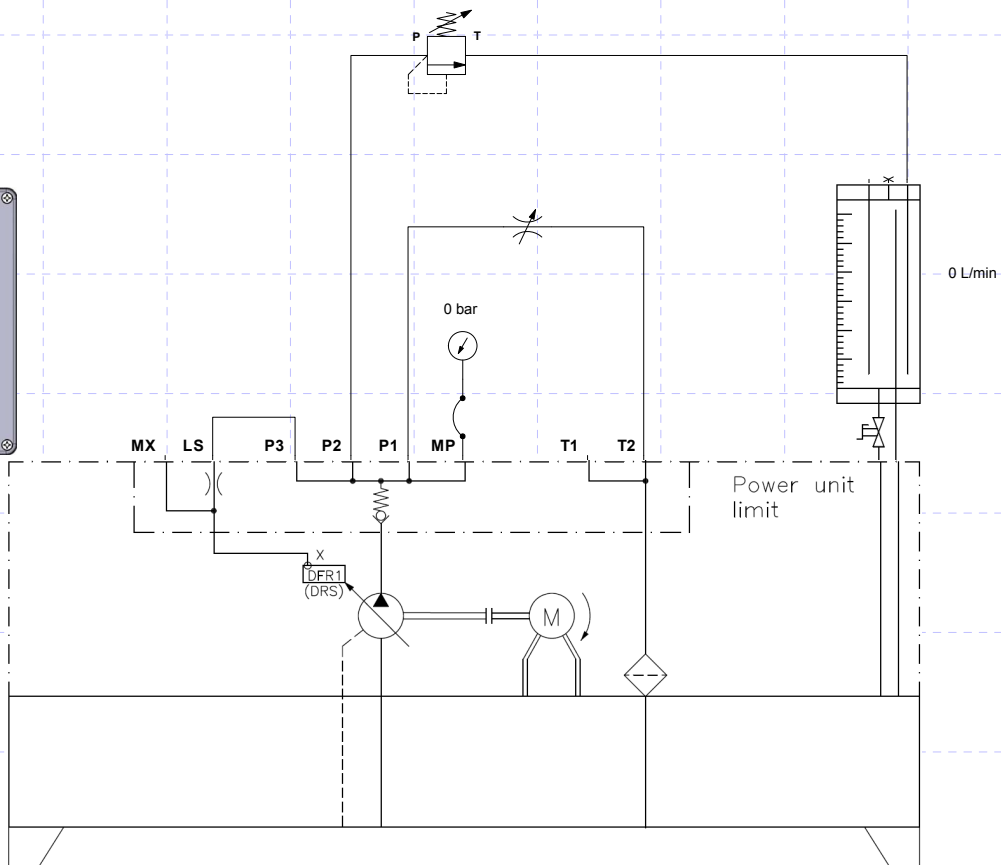
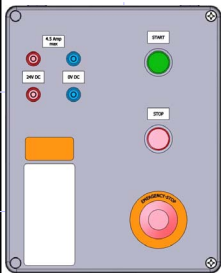
Table 2



**Characteristic curve of table 2**

### Conclusions

- I. Even with the pressure relief valve in the full open setting there is still some [pressure](#).
- II. The characteristic curve shows the dependence of the [pressure](#) on the flow rate.
- III. The pressure at which the relief valve begins to open is referred to as the [cracking](#) pressure.
- IV. Pressure relief valves are used primarily as [safety valves](#).

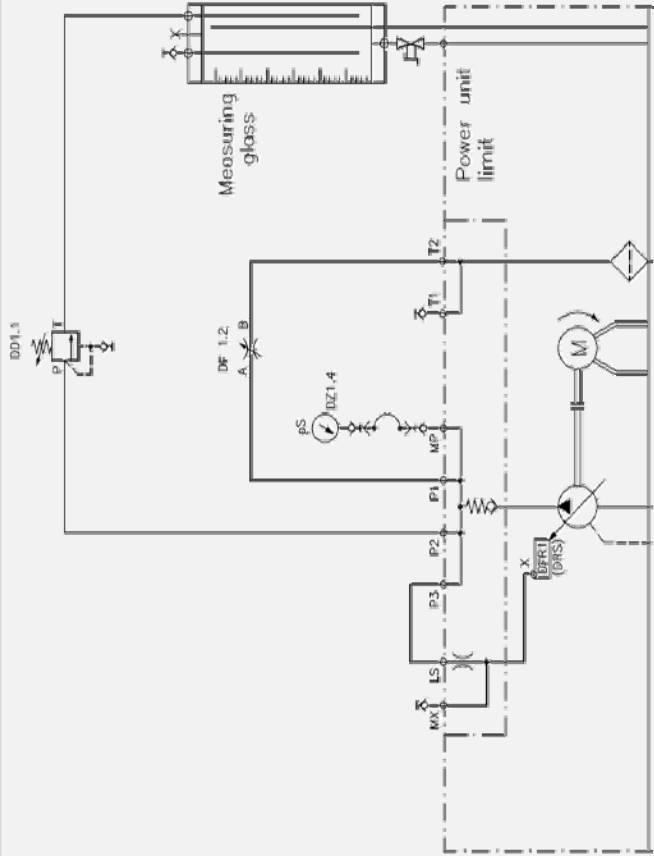


Pressure relief valve - direct operated

Evaluation Part 1

Turns of control knob DD1.1	0	1	2	3	4	5	6	7	8	9	10
pS (bar)											

Table 1



## Evaluation Part 2

Throttle valve	System pressure pS (bar)	Time to fill 1 litre (sec)	Flow through pressure relief valve Q <sub>v</sub> (l/min)
Closed	40		0
0.2 turns			0
0.4 turns			0
0.6 turns			0
0.8 turns			0
1.0 turns			0
1.2 turns			0
1.4 turns			0
1.6 turns			0
1.8 turns			0
2.0 turns			0
Fully open			0

Table 2

