

## PERFORMANCE OF A CENTRIFUGAL FAN

① OBJECTIVES: ➤ To determine the Pressure rise ( $\Delta P$ ) vs. Discharge characteristics of a centrifugal fan.

② EXPERIMENTAL SETUP:

➤ Thermofluids Tutor setup

③ THEORY: A large number of fans and blowers for relatively high pressure applications are of centrifugal type.

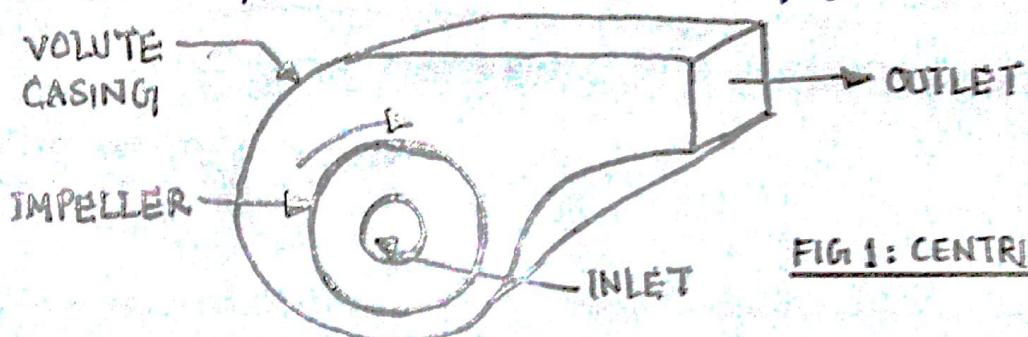


FIG 1: CENTRIFUGAL FAN

The main components of a centrifugal fan are shown in Fig 2. A fan consists of an impeller which has blades fixed between the inner and outer diameters - the impeller can be mounted directly on the shaft extension of the prime mover or separately on a shaft supported between two additional bearings. Air or gas enters the impeller axially through the inlet nozzle which provides slight acceleration to the air before its entry to the impeller. The action of the impeller swings the gas from a smaller to a larger radius and delivers the gas at a high pressure and velocity to the casing. The flow from the impeller blades is collected by a spiral-shaped casing known as the volute casing or spiral casing. The casing can further increase the static pressure of the air and it finally delivers the air to the exit of the blower.

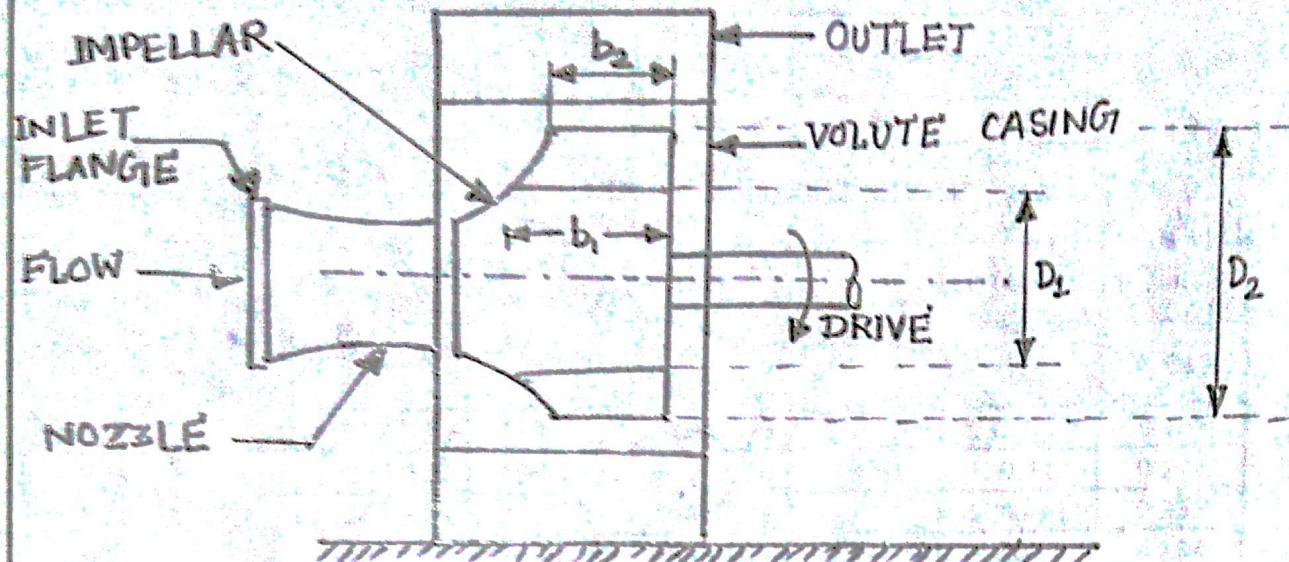
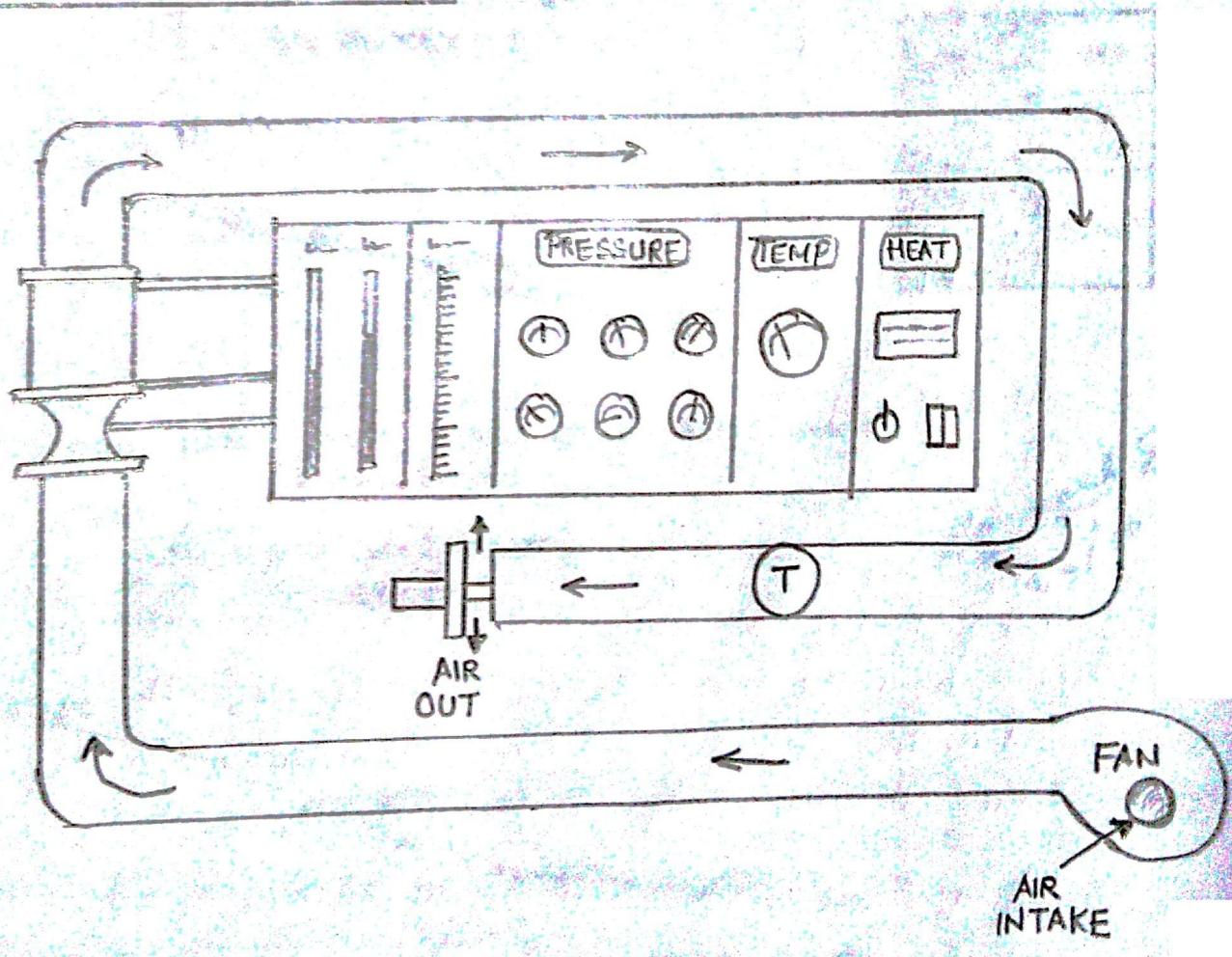


FIG.2: MAIN COMPONENTS OF A CENTRIFUGAL FAN

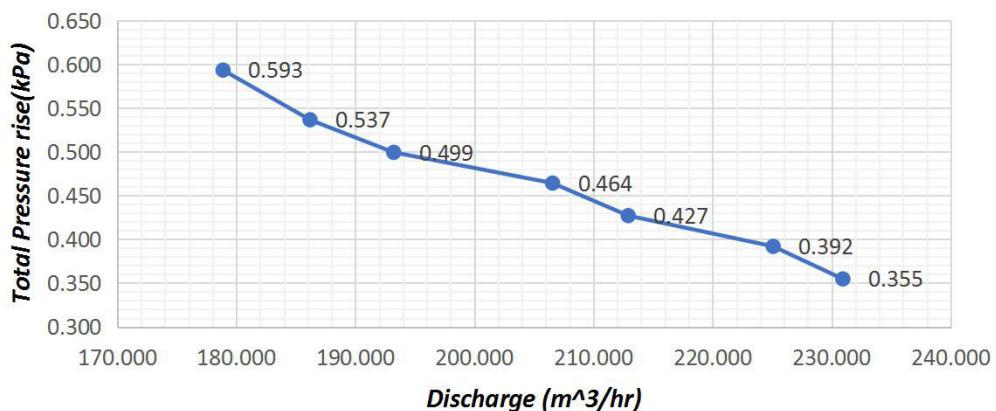
### ② SCHEMATIC OF THE SETUP:



| Low Velocity |                |                               |                      |                    |                 |                |                       |                      |
|--------------|----------------|-------------------------------|----------------------|--------------------|-----------------|----------------|-----------------------|----------------------|
| S. No        | Venturi (mbar) | Static Pressure (mm of water) | Static Pressure (Pa) | Discharge (m^3/hr) | Velocity (m/hr) | Velocity (m/s) | Dynamic Pressure (Pa) | Total Pressure (kPa) |
| 1            | 2              | 32                            | 313.813              | 230.941            | 30383.75        | 8.44           | 40.912                | 0.355                |
| 2            | 1.9            | 36                            | 353.039              | 225.094            | 29614.41        | 8.23           | 38.867                | 0.392                |
| 3            | 1.7            | 40                            | 392.266              | 212.917            | 28012.43        | 7.78           | 34.775                | 0.427                |
| 4            | 1.6            | 44                            | 431.493              | 206.560            | 27176.05        | 7.55           | 32.730                | 0.464                |
| 5            | 1.4            | 48                            | 470.719              | 193.219            | 25420.87        | 7.06           | 28.639                | 0.499                |
| 6            | 1.3            | 52                            | 509.946              | 186.191            | 24496.16        | 6.80           | 26.593                | 0.537                |
| 7            | 1.2            | 58                            | 568.786              | 178.886            | 23535.15        | 6.54           | 24.547                | 0.593                |

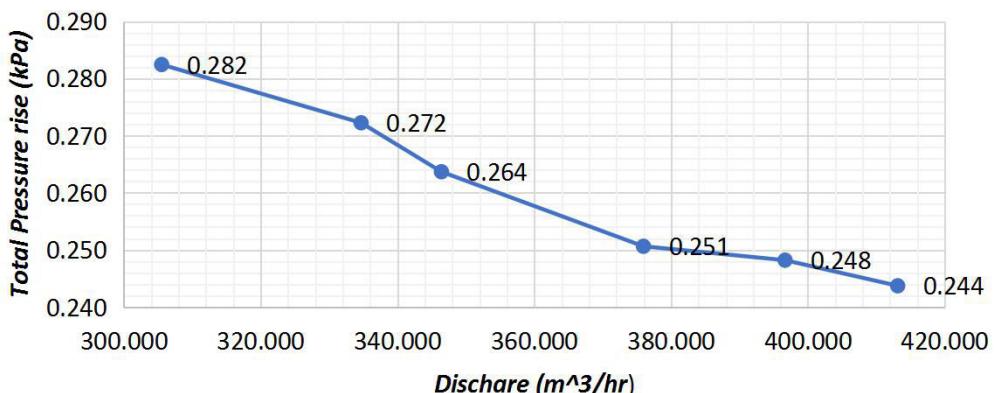
| High Velocity |                |                               |                      |                    |                 |                |                       |                      |
|---------------|----------------|-------------------------------|----------------------|--------------------|-----------------|----------------|-----------------------|----------------------|
| S. No         | Venturi (mbar) | Static Pressure (mm of water) | Static Pressure (Pa) | Discharge (m^3/hr) | Velocity (m/hr) | Velocity (m/s) | Dynamic Pressure (Pa) | Total Pressure (kPa) |
| 1             | 6.4            | 11.5                          | 112.776              | 413.120            | 54357.89        | 15.10          | 130.947               | 0.244                |
| 2             | 5.9            | 13                            | 127.486              | 396.654            | 52191.36        | 14.50          | 120.717               | 0.248                |
| 3             | 5.3            | 14.5                          | 142.196              | 375.945            | 49466.43        | 13.74          | 108.441               | 0.251                |
| 5             | 4.5            | 17.5                          | 171.616              | 346.412            | 45580.48        | 12.66          | 92.072                | 0.264                |
| 6             | 4.2            | 19                            | 186.326              | 334.665            | 44034.92        | 12.23          | 85.934                | 0.272                |
| 7             | 3.5            | 21.5                          | 210.843              | 305.506            | 40198.20        | 11.17          | 71.612                | 0.282                |

Total Pressure v/s Discharge  
Low Velocity



|                         |        |
|-------------------------|--------|
| P_atm (mbar)            | 999    |
| d (m)                   | 0.0984 |
| A (m^2)                 | 0.0076 |
| Density of air (kg/m^3) | 1.1487 |

Total Pressure v/s Discharge  
High Velocity



## CALCULATIONS:

Pipeline inner diameter = 0.0984 m

Flow rate =  $Q = 163.3 \sqrt{h} \frac{m^3}{hr}$  where  $h \rightarrow$  pressure reading in mbar

From  $Q = vA$

$$\Rightarrow Q = v \frac{\pi D^2}{4}$$

$$\Rightarrow \boxed{v = 131.498 Q \text{ m/s}}$$

### Sample calculation

for high speed, 1<sup>st</sup> reading

Venturi reading,  $h = 6.4 \text{ mbar}$

$$\therefore Q = 163.3 \sqrt{h} = 163.3 \sqrt{6.4} \frac{m^3/hr}{m^3} = 413.12 \frac{m^3}{hr}$$

$$\Rightarrow \boxed{Q = 0.11476 \text{ m}^3/\text{s}}$$

$$\therefore \text{Velocity, } v = 131.498 \times 0.11476 \text{ m/s}$$

$$\Rightarrow \boxed{v = 15.10 \text{ m/s}}$$

$P_{\text{static}} = 11.5 \text{ mm of Water}$

$$\Rightarrow \boxed{P_{\text{static}} = 112.776 \text{ Pa}}$$

$$\Rightarrow P_{\text{Dynamic}} = \frac{1}{2} \rho v^2 = \frac{1}{2} \times 1.1487 \times 15.1^2$$

$$\Rightarrow \boxed{P_{\text{Dynamic}} = 130.947 \text{ Pa}}$$

$$P_{\text{Total}} = P_{\text{static}} + P_{\text{Dynamic}}$$

$$\Rightarrow \boxed{P_{\text{Total}} = 0.244 \text{ kPa}}$$

~~gauge pressure~~

## DISCUSSIONS

Q1. discuss the fan laws and their limitations.

Ans. The fan laws (also known as the 'affinity laws' or 'pump laws') are used in hydraulics, hydrodynamics and/or HVAC to express the relationship between variables involved in pump or fan performance (such as head, volumetric flow rate, shaft speed) and power.

These laws are derived using the Buckingham  $\Pi$  theorem.

law 1: with impeller diameter ( $D$ ) held constant

law 1a: Flow is proportional to shaft speed ( $Q \propto N$ )

law 1b: Pressure or Head is proportional to the square of shaft speed ( $H \propto N^2$ )

law 1c: Power is proportional to the cube of shaft speed ( $P \propto N^3$ )

law 2: with shaft speed ( $N$ ) held constant

law 2a: Flow is proportional to the impeller diameter ( $Q \propto D$ )

law 2b: Pressure or Head is proportional to the square of the impeller diameter ( $H \propto D^2$ )

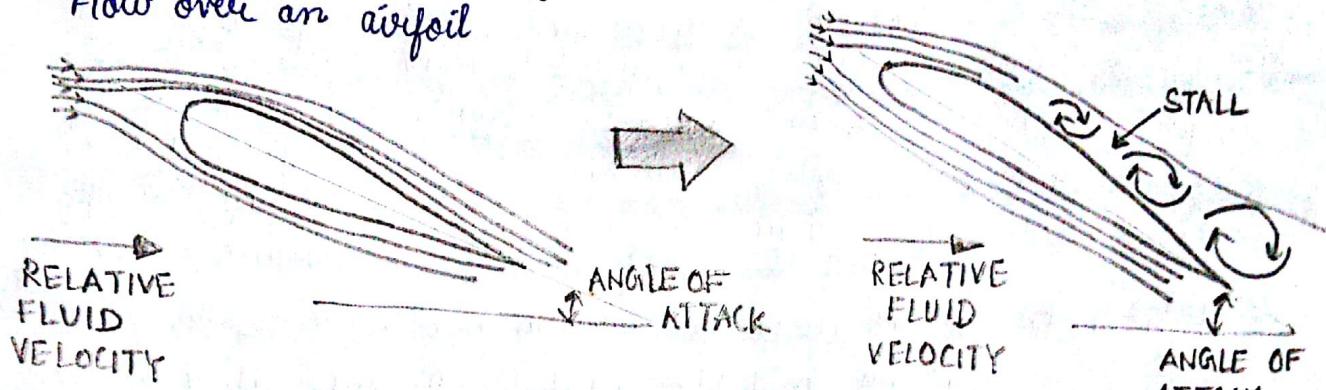
law 2c: Power is proportional to the cube of impeller diameter ( $P \propto D^3$ )

The limitations of the fan laws are that these laws assume that the fan efficiency remains constant i.e.,  $\eta_1 = \eta_2$ , which is rarely exactly true. Also, they aren't strictly followed due to design considerations and manufacturing alterations.

So, these laws are obeyed closely but not strictly.

Q2. What do you mean by surging and stalling.

Ans surging and stalling both lead to unstable flow in fans.  
Flow over an airfoil



On the top side or suction side the air is initially accelerated from the leading edge (LE), causing a reducing pressure gradient. As the flow reaches the maximum thickness of the airfoil, it starts to slow down, causing the pressure to increase, so a +ve pressure gradient starts to occur. This pressure gradient is unstable as the airflow is still +ve. This airflow condition forces a flow separation - there is a reverse flow over the airfoil surface past the separation point. If the angle of attack of the airfoil increases, this separation point will move forward towards the LE, making the flow separation area bigger. It will come to a point that the whole flow over the airfoil separates, starting from LE. This condition is called stall. It is a local phenomenon.

Surging is the complete breakdown of steady flow, affecting the whole machine, in other words, when stalling takes place on all the blades simultaneously. This leads to choking of the flow. Sometimes even reversal of the flow may take place. Heavy vibrations also occur.

Q3. Discuss different methods of fan capacity control.

- Ans The different methods of fan capacity control are :-
- (i) Modulating fan speed: The speed of the fan can be adjusted using a frequency controller or changing the configuration of fan or the motor drive.
  - (ii) Adjusting the blades: One can adjust the pitch of the blades, possible with axial flow fan and propeller.
  - (iii) Throttling the air volume: One can control the discharge using discharge dampers to reduce the volume of flow.
  - (iv) Inlet vane damper: Provide inlet swivels in the direction of fan rotation reducing power consumption.

Q4. Give the fan classification according to the blade curvature. Discuss their respective application.

- Ans According to the blade curvature, fans are classified as
- (1) Forward curved: High flow, low pressure, low speeds.
  - (2) Backward curved: High pressure, medium flow
  - (3) straight/radial: High speed, low flow, low pressure.