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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 28 pages. Original publisher: Cleveland, Ohio: National Aeronautics and Space Administration, Glenn Research Center; Hanover, MD: Available from NASA Center for Aerospace Information, 2001. OCLC Number: (OCoLC)51676216 Excerpt: . . . bearing torque, were needed in order to maintain the test speed of 30000 rpm. If failure didnt occur the speed of the test rig was again increased by a few thousand rpm and an additional 22 N (5.0 lb) was applied. The rig speed was reduced to 30000 rpm and the load sustained for another 5 min. This methodology of loading the bearing in 22 N (5.0 lb) increments with 5 min. hold periods was continued until speed and torque readings indicated that the hydrodynamic film was beginning to rupture. When this occurred the load was returned to the previous stable test condition and a smaller load increment of 4.4 N (1 lb) was used. Test Results and Discussion The test results for the various top foil coating conditions are summarized in Table 1. It is clearly evident from the data that the top foil coatings and the PS304 surface finish, either separately or in combination, have a direct effect on the load coefficient of a foil bearing. The as-ground PS304 coating, vulnerable to galling because of its high surface roughness and exposed nickel constituent, consistently produced the lowest load coefficients. The baseline bearings load coefficient of 0. 33 falls significantly short of the 1 design point for the Generation III class foil bearings thus initiating the present research (on foil break-in coatings). The two candidate break-in coatings tested in this study, alumina and the soft polymer, exhibited anti-galling NASA TM - 2001-210941...

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