

# Slider-Crank Verification

Sample document with complete example values. It shows the report the purchased export produces for YOUR input - it is not itself a report for any part.

Project: Sample project

Part/Position: no real part

Prepared by: Sample, not released

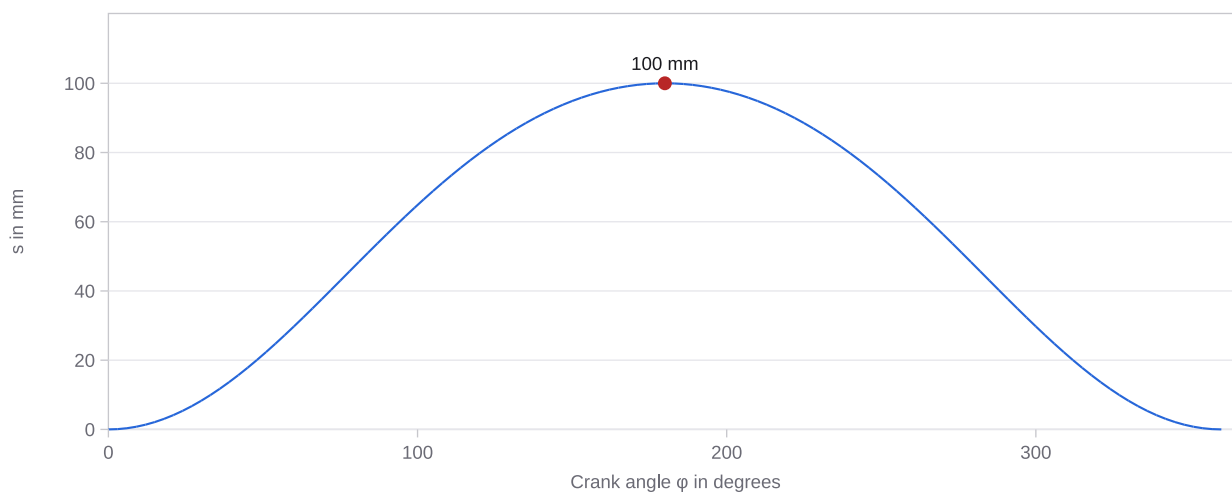
## Input quantities

|                            |              |
|----------------------------|--------------|
| Crank radius $r$           | 50 mm        |
| Connecting rod length $l$  | 200 mm       |
| Rod ratio $\lambda = r/l$  | 0.25         |
| Speed $n$                  | 1,500 rpm    |
| Angular frequency $\omega$ | 157.08 rad/s |
| Piston force $F$           | 5,000 N      |
| Oscillating mass $m$       | 1.2 kg       |

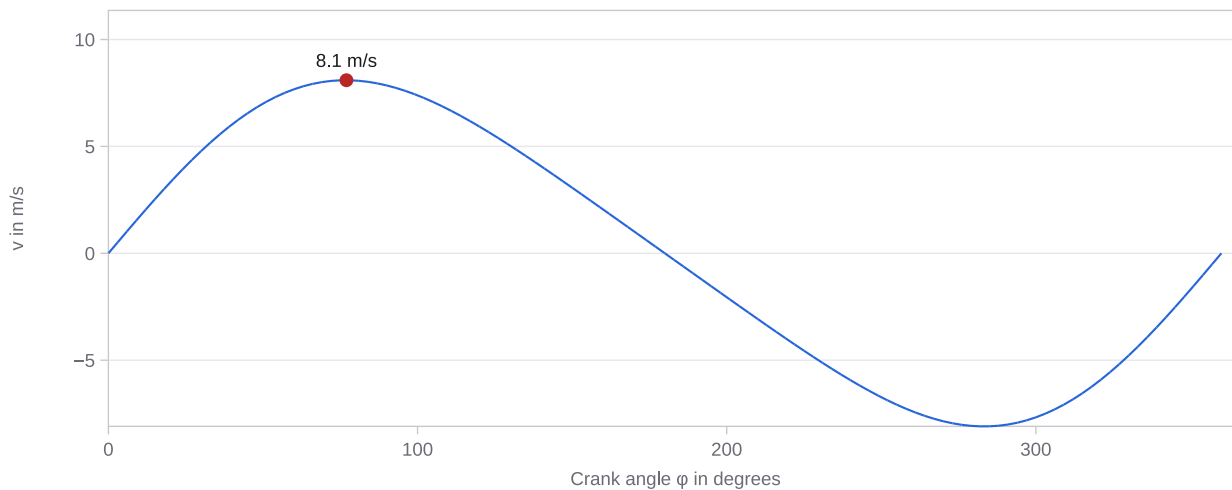
## Peak values

|                                                           |                                                      |
|-----------------------------------------------------------|------------------------------------------------------|
| Crank pin circumferential velocity $v_U = \omega \cdot r$ | 7.854 m/s                                            |
| Max. piston displacement $s_{\max}$                       | 100 (at $\varphi = 180$ degrees) mm                  |
| Max. piston velocity $v_{\max}$                           | 8.096 (at $\varphi = 77$ degrees) m/s                |
| Max. piston acceleration $a_{\max}$                       | 1,542.13 (at $\varphi = 0$ degrees) m/s <sup>2</sup> |
| Max. static torque $M_{\text{stat}}$                      | 257.72 (at $\varphi = 77$ degrees) Nm                |
| Max. dynamic torque $M_{\text{dyn}}$                      | 46.69 (at $\varphi = 37$ degrees) Nm                 |
| Max. total torque $M_{\text{total}}$                      | 271.44 (at $\varphi = 61$ degrees) Nm                |
| Max. reduced mass moment of inertia $J_{\text{red}}$      | 0.0032 (at $\varphi = 77$ degrees) kg·m <sup>2</sup> |

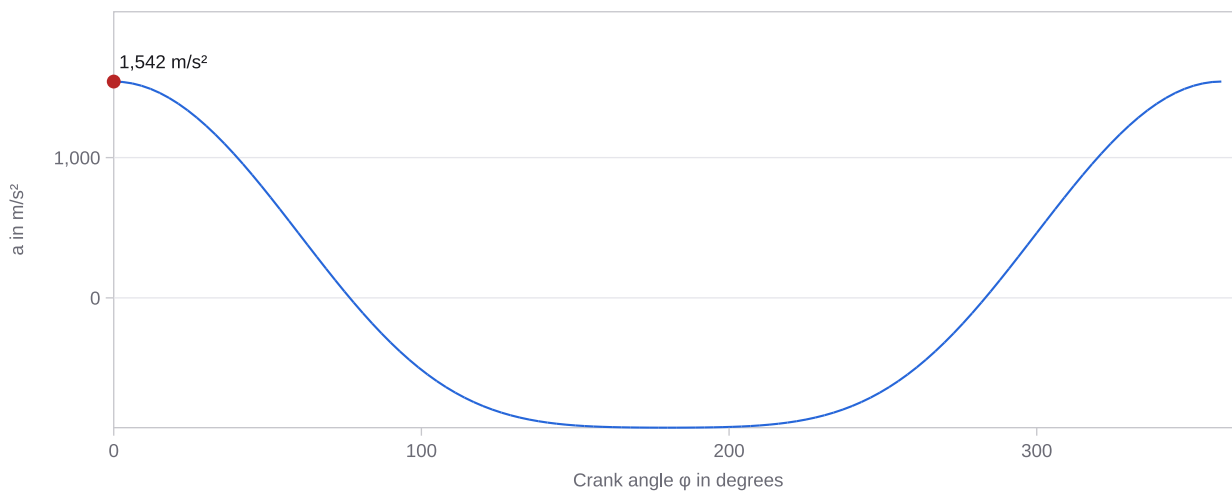
## Piston displacement $s(\varphi)$



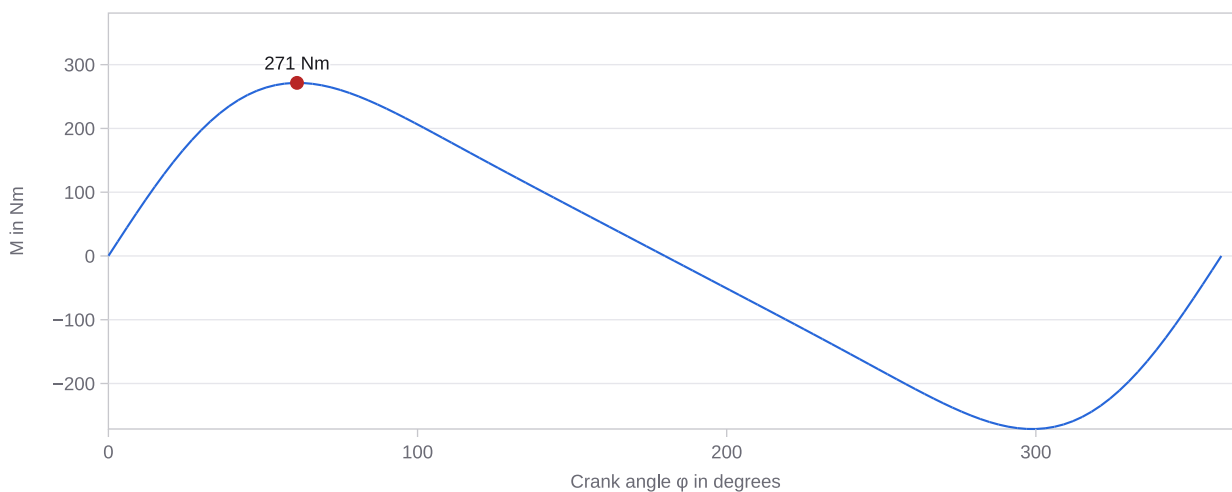
## Piston velocity $v(\varphi)$



## Piston acceleration $a(\varphi)$



## Total torque $M(\varphi)$



## Calculation basis

Slider-crank mechanism with exact kinematics via the connecting rod angle  $\beta$  ( $\sin \beta = \lambda \cdot \sin \varphi$ ,  $\lambda = r/l$ ), not the  $\lambda$ -harmonic approximation. Piston displacement  $s = r \cdot (1 - \cos \varphi) + l \cdot (1 - \cos \beta)$ ; velocity  $v = \omega \cdot r \cdot \sin(\varphi + \beta) / \cos \beta$ ; acceleration  $a = (\omega \cdot r)^2 / r \cdot [\cos(\varphi + \beta) / \cos \beta + \lambda \cdot \cos^2 \varphi / \cos^3 \beta]$ . The tangential-force torque follows from the piston force  $F$  (static) and the inertia force  $m \cdot a$  (dynamic):  $M = F_T \cdot r$  with  $F_T = (F \text{ or } m \cdot a) \cdot \sin(\varphi + \beta) / \cos \beta$ . The reduced mass moment of inertia is  $J_{\text{red}} = m \cdot (v/\omega)^2$ . The evaluation covers one full revolution  $\varphi = 0 \dots 360^\circ$  in  $1^\circ$  steps; the reported values are the absolute peak values.

## About this sample

All values on these pages come from a freely chosen example calculation and belong to no real part. The purchased export contains the same sections with your input, your header data (project, part, prepared by) and as searchable text. Pricing and scope: [maschinenbaurechner.de/en/pricing](https://maschinenbaurechner.de/en/pricing)

Note: The results are design and orientation aids. They do not replace independent verification, calculation and approval by a qualified person. The terms of use at [maschinenbaurechner.de](https://maschinenbaurechner.de) apply.