

Table 1 Shaking force and shaking moment before balancing

| j | $\rho_j (\theta)$ | $F_x (F)$ | $F_y (F)$ | $M_A (FL)$ |
|-----|-------------------|-----------|-----------|------------|
| 1 | 0.00000 | 0.49957 | 1.54370 | 0.40278 |
| 2 | 0.26180 | 0.21336 | 1.01900 | 1.50340 |
| 3 | 0.52360 | -0.10066 | 0.45425 | 2.40980 |
| 4 | 0.78540 | -0.43382 | -0.11425 | 3.07550 |
| 5 | 1.04720 | -0.76883 | -0.65784 | 3.49250 |
| 6 | 1.30900 | -1.07920 | -1.15370 | 3.67780 |
| 7 | 1.57080 | -1.33210 | -1.58210 | 3.65810 |
| 8 | 1.83260 | -1.49430 | -1.92370 | 3.45790 |
| 9 | 2.09440 | -1.53860 | -2.15860 | 3.09410 |
| 10 | 2.35619 | -1.45110 | -2.26810 | 2.57720 |
| 11 | 2.61799 | -1.23420 | -2.23680 | 1.91610 |
| 12 | 2.87979 | -0.90807 | -2.05630 | 1.12460 |
| 13 | 3.14159 | -0.50665 | -1.7280 | 0.22681 |
| 14 | 3.40339 | -0.07236 | -1.26570 | -0.73905 |
| 15 | 3.66519 | 0.35130 | -0.69561 | -1.71870 |
| 16 | 3.92699 | 0.72602 | -0.05615 | -2.64440 |
| 17 | 4.18879 | 1.02350 | 0.60468 | -3.43730 |
| 18 | 4.45059 | 1.22760 | 1.23290 | -4.01450 |
| 19 | 4.71239 | 1.33430 | 1.77390 | -4.29970 |
| 20 | 4.97419 | 1.34920 | 2.17840 | -4.23690 |
| 21 | 5.23599 | 1.28440 | 2.40960 | -3.80530 |
| 22 | 5.49779 | 1.15490 | 2.44920 | -3.03150 |
| 23 | 5.75959 | 0.97483 | 2.30000 | -1.99210 |
| 24 | 6.02139 | 0.75437 | 1.98550 | -0.80310 |

Table 2 Shaking force and shaking moment after balancing

| j | $\rho_j (\theta)$ | $F_x (F)$ | $F_y (F)$ | $M_A (FL)$ |
|-----|-------------------|-----------|-----------|------------|
| 1 | 0.00000 | 1.17460 | 0.10814 | 2.40660 |
| 2 | 0.26180 | 1.23690 | -0.19294 | 3.12250 |
| 3 | 0.52360 | 1.20170 | -0.45151 | 3.53380 |
| 4 | 0.78540 | 1.05860 | -0.65206 | 3.62780 |
| 5 | 1.04720 | 0.81199 | -0.79104 | 3.43550 |
| 6 | 1.30900 | 0.48221 | -0.87324 | 3.01540 |
| 7 | 1.57080 | 0.10344 | -0.90711 | 2.4354 |
| 8 | 1.83260 | -0.28233 | -0.90008 | 1.75820 |
| 9 | 2.09440 | -0.63291 | -0.85621 | 1.03330 |
| 10 | 2.35619 | -0.91329 | -0.77567 | 0.29573 |
| 11 | 2.61799 | -1.10100 | -0.65005 | -0.43055 |
| 12 | 2.87979 | -1.18850 | -0.49491 | -1.12730 |
| 13 | 3.14159 | -1.18170 | -0.29244 | -1.77700 |
| 14 | 3.40339 | -1.09590 | -0.05371 | -2.35810 |
| 15 | 3.66519 | -0.95113 | 0.21015 | -2.84270 |
| 16 | 3.92699 | -0.76647 | 0.48166 | -3.19680 |
| 17 | 4.18879 | -0.55731 | 0.73788 | -3.3803 |
| 18 | 4.45059 | -0.33375 | 0.95246 | -3.3521 |
| 19 | 4.71239 | -0.10128 | 1.09880 | -3.0770 |
| 20 | 4.97419 | 0.13720 | 1.15480 | -2.53720 |
| 21 | 5.23599 | 0.37868 | 1.10720 | -1.74450 |
| 22 | 5.49779 | 0.61718 | 0.95671 | -0.75005 |
| 23 | 5.75959 | 0.84163 | 0.71921 | 0.35450 |
| 24 | 6.02139 | 1.03480 | 0.42413 | 1.4489 |

References

- 1 S. Timoshenko and D. H. Young, *Vibration Problems in Engineering*, D. Van Nostrand Company, Inc., New York, N. Y., 1955.
- 2 J. R. Den Hartog, *Mechanical Vibration*, McGraw-Hill Book Company, Inc., New York, N. Y., 1956.
- 3 S. H. Crandall, *Engineering Analysis*, McGraw-Hill Book Company, Inc., New York, N. Y., 1956.
- 4 F. B. Hildebrand, *Introduction to Numerical Analysis*, McGraw-Hill Book Company, Inc., New York, N. Y., 1956.
- 5 J. Hirschhorn, *Kinematics and Dynamics of Plane Mechanisms*, McGraw-Hill Book Company, Inc., New York, N. Y., 1962.
- 6 H. H. Mabie and F. W. Ocvirk, *Mechanisms and Dynamics of Machinery*, John Wiley & Sons, Inc., New York, N. Y., 1963.

DISCUSSION

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The method presented is an ingenious and valuable contribution to the art of balancing. It is probably the best available technique for balancing with a single mass, and is an improvement on the method discussed by Crossley [7]³ in that account is taken of the effect of the shaking moment. However, in the particular example illustrated, Crossley's method would have been almost as effective. The polar diagram of the force vector before balancing is roughly elliptical with a major/minor axis ratio of about 5. A single balance mass 90 deg out of phase of magnitude equal to $\frac{2}{5}$ of this major axis reduces this polar diagram to an approximate circle of radius equal to about $\frac{2}{5}$ of the major axis. A mass rotating at crank speed in the opposite sense to the crank would further reduce the out of balance force by a factor of about 5. The author in his conclusion does mention that additional masses will cause a greater reduction, but he is not specific.

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³ Numbers in brackets designate Additional References at end of this discussion.

The title chosen by the author might lead one to believe that the method is of general application to high speed machinery. This is not true of this method, or Crossley's, or any other method of balancing that employs balance masses rotating only at crank speed. In the example illustrated, as in Crossley's, the force vector is predominately first harmonic, hence the nearly elliptical form on the polar diagram. For other mechanisms, and notably those in which the loci of the centers of mass of the parts deviate far from circles, ellipses, and straight lines, balance masses rotating at constant speed will be relatively ineffective in producing balance.

For these mechanisms a more fundamental approach is needed, directed toward bringing the center of mass of the entire mechanism to rest during motion. Briefly, there appear to be two approaches. Firstly, the obvious but inconvenient device of duplicating the mechanism with a dummy mechanism having axial symmetry. This eliminates any unbalanced force but doubles the unbalanced moment. (Reflection, or mirror symmetry, eliminates the moment and one component of the force, but doubles the other component). For perfection, both axial and reflection symmetry are necessary.

Secondly, by a redistribution of mass in each link the center of mass can be transferred to a fixed point. This technique requires detailed explanation, but its application to the simple plane four-bar linkage was illustrated in 1941 by Talbourdet and Shepler [8], and it is also described by Artobolevski [9]. The major drawback of this technique is that it leads to a large increase in mass and rotational inertia.

In view of the large amount of careful preparation involved in using Dr. Han's method, even if the computer program is available, it is as well for the designer to be forewarned that the results of using this technique could be disappointing.

Additional References

- 7 F. R. E. Crossley, "The Balancing of High-Speed Oscillating Feed Mechanisms," ASME Paper No. 64-Mech-28.
- 8 G. J. Talbourdet and P. R. Shepler, "Mathematical Solution

of 4-Bar Linkages, Part IV—Balancing of Linkages," *Machine Design*, vol. 13, July, 1941, pp. 73-77.

9 I. I. Artobolevski, *Theory of Mechanism and Machines*, third edition, Ministry of Culture of USSR, Moscow, 1953.

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While I wish to congratulate the author of this paper for his magnificent effort, I wish to comment that the title of this paper is misleading in that it could be pointed out that the method developed by the author provides a specific method of solving the problem of minimizing the mechanical vibration of a punch and reader unit at idle condition, and that the method cannot be applied directly to the solution of the balancing of high speed machinery in general.

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Author's Closure

The author wishes to thank Dr. Davies and Dr. Soboyejo for their discussions. Equation (7) can be generalized to three-dimensional case. In the event that the optimized solution so obtained does not bring down the disturbing action on the machine support to a tolerable extent, more than one balancing weight can be mounted on different shafts from which the major part of disturbing action is generated. Thus a set of equations (8) and (9) can be obtained by principle of minimum; the solution of mass moments and phase angles of balancing weights can be generally obtained by Powell's method.⁵ Generally speaking, using more than one balancing weight can achieve better balance.

⁵ M. J. D. Powell, "A Method for Minimizing a Sum of Non-Linear Functions Without Calculating Derivatives," *Computer Journal*, London, 1965.