

## STEP II, 2009, Q11 MS

11 N2L  $\Rightarrow F_T - (n+1)R = (n+1)Ma$ , where  $F_T$  is the tractive, or driving, force of the engine.

Using  $P = F_T \cdot v$  then gives  $a = \frac{\frac{P}{v} - (n+1)R}{M(n+1)}$  or  $\frac{P - (n+1)Rv}{M(n+1)v}$ . Note here that, for  $a > 0$  we require  $P > (n+1)Rv$ .

Writing  $a = \frac{dv}{dt}$  gives  $\frac{dv}{dt} = \frac{P - (n+1)Rv}{M(n+1)v}$  which is a “variables separable” first-order

differential equation:  $\frac{M(n+1)v}{P - (n+1)Rv} dv = dt \Rightarrow \int_0^v \frac{M(n+1)v}{P - (n+1)Rv} dv = \int_0^T 1 dt$  ( $= T$ ).

Some care is needed to integrate the LHS here, and the simplest approach is to use a substitution such as  $s = P - (n+1)Rv$ ,  $ds = -R(n+1) dv$  to get

$$\begin{aligned} T &= \frac{M}{R} \int \frac{P-s}{s} \times \frac{ds}{-R(n+1)} = \frac{-M}{(n+1)R^2} \int \left( \frac{P}{s} - 1 \right) ds = \frac{-M}{(n+1)R^2} [P \ln(s) - s] \\ &= \frac{-M}{(n+1)R^2} [P \ln(P - (n+1)Rv) - (P - (n+1)Rv)]_0^v \\ &= \frac{-MP}{(n+1)R^2} \{ \ln(P - (n+1)Rv) - P + (n+1)Rv - P \ln P + P - 0 \} \\ &= \frac{-MP}{(n+1)R^2} \ln \left( \frac{P - (n+1)Rv}{P} \right) - \frac{MV}{R} \end{aligned}$$

More careful algebra is still required to manipulate this into a form in which the given approximation can be used:

$$\begin{aligned} T &= \frac{-MP}{(n+1)R^2} \ln \left( 1 - \frac{(n+1)Rv}{P} \right) - \frac{MV}{R} \\ &\approx \frac{-MP}{(n+1)R^2} \left( -\frac{(n+1)Rv}{P} - \frac{1}{2} \left( \frac{(n+1)Rv}{P} \right)^2 \dots \right) - \frac{MV}{R} \\ &= \frac{MV}{R} + \frac{(n+1)MV^2}{2P} \dots - \frac{MV}{R} \end{aligned}$$

so that  $PT \approx \frac{1}{2}(n+1)MV^2$ , and this is just the statement of the *Work-Energy Principle*, namely “Work Done = Change in (Kinetic) Energy”, in the case when  $R = 0$ .

When  $R \neq 0$ , WD against  $R =$  WD by engine  $-$  Gain in KE  $\Rightarrow (n+1)RX = PT - \frac{1}{2}(n+1)MV^2$ .  
[Unfortunately, a last-minute change to the wording of the question led to the omission of one of the  $(n+1)$ s.]



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