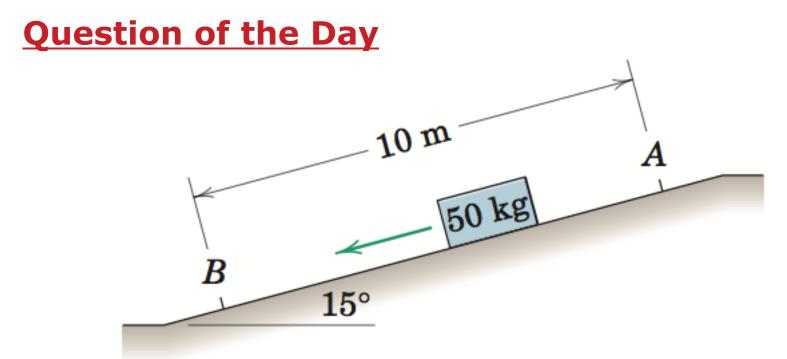


# Work and Kinetic Energy Lecture 35

**ME 231: Dynamics** 



A **50-kg** crate is given an initial **velocity** of **4** *m***/s down the chute at <b>***A*. The **coefficient of** *kinetic friction* is **0.30**.

Determine the **velocity** v of the crate when it reaches the bottom of the chute at B.

- Question of the day
- From **F**=*m***a** to work and energy
- Definition of work
- Units of work
- Calculation of work
- Examples of work
- Principle of work and kinetic energy
- Advantages of the work-energy method
- Answer your questions!

#### **Recall: Possible Solutions to Kinetics Problems**

- Direct application of *Newton's 2nd Law* 
   force-mass-acceleration method
   *Chapters 3 and 7*
- Use of *impulse* and *momentum* methods
   *Chapters 5 and 8*
- Use of *work* and *energy* principles
   *Chapters 4 and 8*

### From F=ma to Work and Energy

- Integrate equations of motion with respect to displacement
- Work (U<sub>1-2</sub>) on m equals change in kinetic energy (∆T) of m
- Facilitates the *solution* of problems where *forces* act over *specified displacement* interval

$$\Sigma \mathbf{F} = m\mathbf{a}$$

$$\int_{1}^{2} \Sigma \mathbf{F} \cdot d\mathbf{r} = \int_{1}^{2} m\mathbf{a} \cdot d\mathbf{r}$$

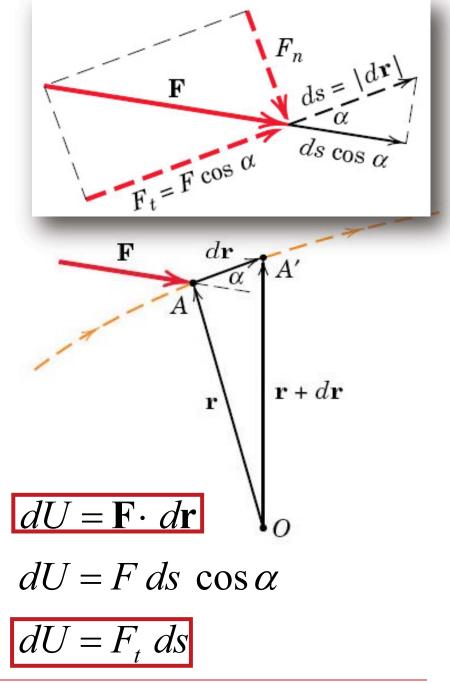
$$\int_{s_{1}}^{s_{2}} F_{t} ds = \int_{v_{1}}^{v_{2}} mv dv$$

$$\int_{s_{1}}^{s_{2}} F_{t} ds = \frac{1}{2} m(\Delta v^{2})$$

$$U_{1-2} = \Delta T$$

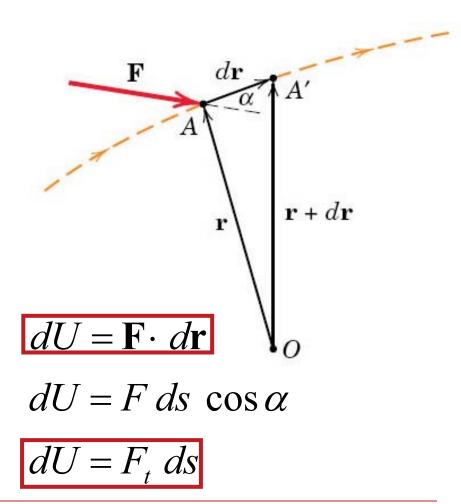
### **Definition of Work**

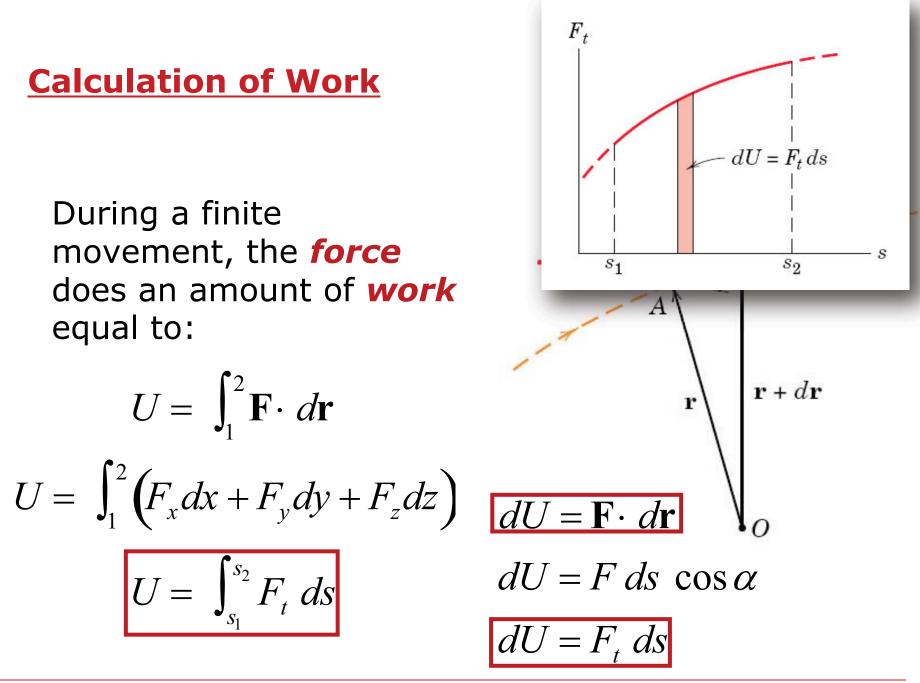
- Particle of *mass m* is located by *position vector* r
- **Displacement vector** dr is tangent to its path
- Work done by force F during displacement dr is the dot product of F and dr

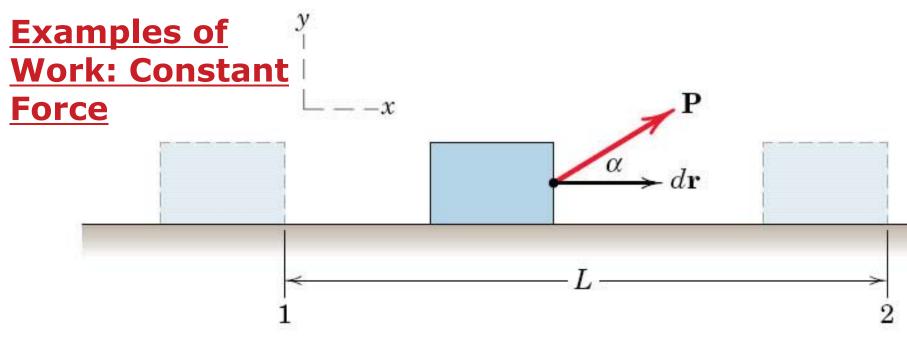


## **Units of Work**

- SI units are *force (N)* times *displacement* (*m*)
- Special unit named
   *joule (J)* equal to 1 N
   acting over 1 m
- Not to be confused with the unit for *moment of force* or *torque (Nm)*

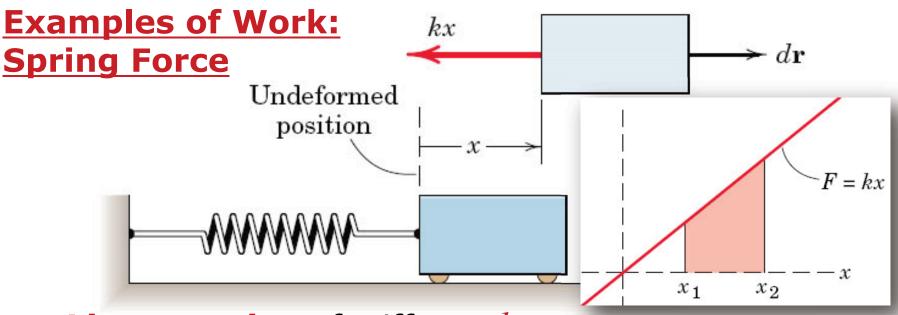






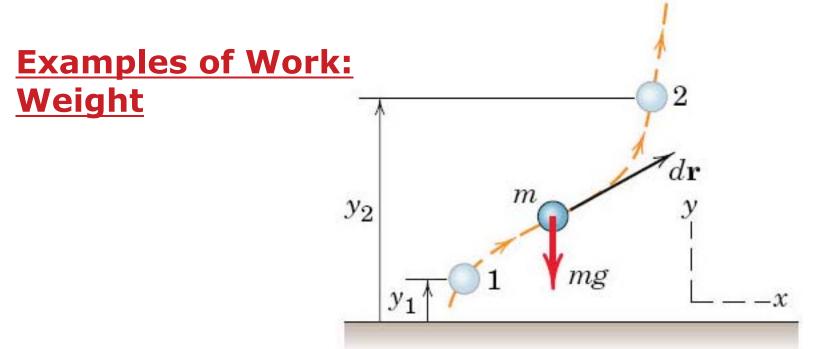
- Constant force P applied to the body as it moves from position 1 to 2
- Work interpreted as force P cos α times the distance L traveled

$$U = \int_{1}^{2} \mathbf{F} \cdot d\mathbf{r} = \int_{1}^{2} \left[ \left( P \cos \alpha \right) \mathbf{i} + \left( P \sin \alpha \right) \mathbf{j} \right] \cdot dx \mathbf{i}$$
$$U = \int_{x_{1}}^{x_{2}} P \cos \alpha \, dx = P \cos \alpha \left( x_{2} - x_{1} \right) = PL \cos \alpha$$



- Linear spring of stiffness k
- **Force** to stretch or compress is proportional to *x*
- **Spring force** exerted on body is  $\mathbf{F} = -kx \mathbf{i}$

$$U = \int_{1}^{2} \mathbf{F} \cdot d\mathbf{r} = \int_{1}^{2} (-kx \, \mathbf{i}) \cdot dx \, \mathbf{i}$$
$$U = -\int_{x_{1}}^{x_{2}} kx \, dx = \frac{1}{2} k \left( x_{1}^{2} - x_{2}^{2} \right)$$



- Acceleration of gravity g is constant
- Work is done by the weight mg over an altitude change (y<sub>2</sub>-y<sub>1</sub>)

$$U = \int_{1}^{2} \mathbf{F} \cdot d\mathbf{r} = \int_{1}^{2} (-mg \mathbf{j}) \cdot (dx \mathbf{i} + dy \mathbf{j})$$
$$U = -mg \int_{y_{1}}^{y_{2}} dy = -mg(y_{2} - y_{1})$$

**Principle of Work and Kinetic Energy** 

- The **kinetic energy** T of a particle is  $T = \frac{1}{2}mv^2$
- Work done to bring it a particle from velocity v<sub>1</sub> to a velocity v<sub>2</sub>

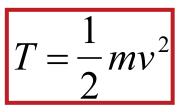
$$U_{1-2} = \frac{1}{2} m \left( v_2^2 - v_1^2 \right)$$

 $U_{1-2} = T_2 - T_1 = \Delta T$  (work-energy eq.)

$$T_1 + U_{1-2} = T_2$$

#### **Advantages of the Work-Energy Method**

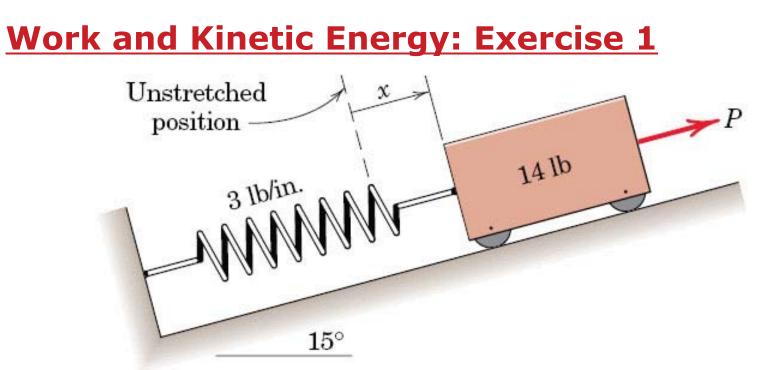
 Avoids the need for computing accelerations



 Leads directly to velocity changes as functions of forces doing work



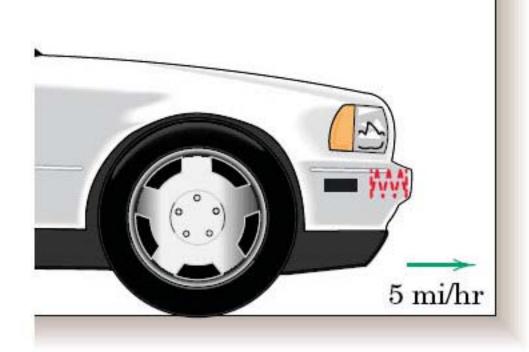
- Involves only those forces which do work
- Enables *analysis* of a *system* of particles *rigidly connected* without isolating individual particles



Under the action of **force** *P*, the cart moves from initial **position**  $x_1 = -6$  in to the final **position**  $x_2 = 3$  in.

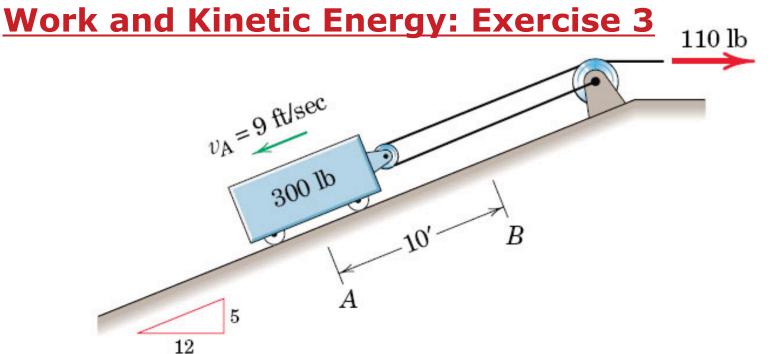
Determine the **work** done on the cart by (a) the **spring** and (b) the **weight**.





The design of a spring bumper for a **3500-lb** car must stop the car from a **speed** of **5 mph** in a **distance** of **6 in** of **spring deformation**.

Determine the *stiffness k* for each of *two springs* behind the bumper.



The 300-lb carriage has an initial *velocity* of **9** *ft/s* down the incline at **A**, when a constant *force* of **110** *Ib* is applied to the cable.

Determine the **velocity** of the carriage when it reaches **B**.

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- Begin Homework #12 due on *Monday* (11/26), note date change
- All grades (Exam 2a&b, HW 12, projected "final" course grade) on Wednesday (11/28)
- Final *Review* and first opportunity to choose *Final Exam Weighting* on *Monday (12/3)*
- Read Chapter 4, Sections 4.2 & 4.3