M1. (a) more streamlined

accept decrease surface area

1

air resistance is smaller (for same speed)

accept drag for air resistance

friction is insufficient

1

so reaches a higher speed (before resultant force is 0)

ignore reference to mass

1

(b) (i) 1.7

*allow **1** mark for correct method, ie* $\frac{5}{3}$

***or** allow **1** mark for an answer with more than 2 sig figs that rounds to 1.7*

***or** allow **1** mark for an answer of 17*

2

(ii) 7.5

*allow **1** mark for correct use of graph, eg* $\frac{1}{2} \times 5 \times 3$

2

(iii) air (resistance)

accept wind (resistance)

drag is insufficient

friction is insufficient

1

[8]

M2. (a) the distance travelled under the braking force

1

(b) the reaction time will increase

1

increasing the thinking distance (and so increasing stopping distance)

(increases stopping distance is insufficient)

1

(c) No, because although when the speed increases the thinking distance increases by the same factor the braking distance does not.

1

eg

increasing from 10 m / s to 20 m / s increases thinking distance from 6 m to 12 m but the braking distance increases from 6 m to 24 m

1

(d) If the sled accelerates the value for the constant of friction will be wrong.

1

(e) only a (the horizontal) component of the force would be pulling the sled forward

1

the vertical component of the force (effectively) lifts the sled reducing the force of the surface on the sled

1

(f) $-u^2 = 2 \times -7.2 \times 22$

award this mark even with 0^2 and / or the negative sign missing

1

u = 17.7(99)

1

18

1

*allow 18 with no working shown for **3** marks*
*allow 17.7(99) then incorrectly rounded to 17 for **2** marks*

[11]

M3. (a) any **two** from:

- (acceleration occurs when) the direction (of each capsule) changes
- velocity has direction
- acceleration is (rate of) change of velocity

2

(b) to(wards) the centre (of the wheel)

1

(c) the greater the radius / diameter / circumference (of the wheel) the smaller the (resultant) force (required)

accept 'the size' for radiusboth parts required for the mark

1

[4]

M4. (a) (i) longer reaction time

accept slower reactions

*do **not** accept slower reaction time unless qualified*

orgreater thinking distance

accept greater thinking time

orgreater stopping distance

accept greater stopping time

greater braking distance negates answer

1

(ii) lines / slopes have the same gradient

accept slopes are the same

orvelocity decreases to zero in same time / in 2.6 seconds

accept any time between 2.4 and 2.8

accept braking distances are the same

1

(iii) 12

*accept extracting both reaction times correctly for **1** mark(0.6 and 1.4)*

or

*time = 0.8 (s) for **1** mark*

*accept 0.8 × 15 for **2** marks*

*accept calculating the distance travelled by car **A** as 28.5 m*

or

*the distance travelled by car **B** as 40.5 m for **2** marks*

3

(b) ***Z***

1

different force values give a unique / different resistance

*only scores if **Z** chosen*

*do **not** accept force and resistance are (directly) proportional*

*accept answers in terms of why either **X** or **Y** would not be best eg*

***X** – same resistance value is obtained for 2 different force values*

Y *– all force values give the same resistance*

1

[7]

M5. (a) (i) 100 (m)

1

(ii) stationary

1

(iii) accelerating

1

(iv) tangent drawn at t = 45 s

1

attempt to determine slope

1

speed in the range 3.2 – 4.2 (m / s)
dependent on 1st marking point

1

(b) (i) 500 000 (J)
ignore negative sign

1

(ii) 20 000 (N)
ignore negative sign
*allow **1** mark for correct substitution, ie*
500 000 = F × 25
***or** their part (b)(i) = F × 25*
provided no subsequent step

2

(iii) *(kinetic) energy* transferred by heating

1

to the brakes

ignore references to sound energy

*if no other marks scored allow k.e. decreases for **1** mark*

1

[11]

M6. (a) (i) distance vehicle travels during driver's reaction time

accept distance vehicle travels while driver reacts

1

(ii) any **two** from:

- tiredness
- (drinking) alcohol
- (taking) drugs
- speed
- age

accept as an alternative factor distractions, eg using a mobile phone

2

(b) (i) 320 000

*allow **1** mark for correct substitution, ie* $\frac{1}{2} \times 1600 \times 20^2$ *provided no subsequent step shown*

2

(ii) 320000 **or** their (b)(i)

1

(iii) 40

or

$\frac{\text{their (b)(ii)}}{8000}$ correctly calculated

*allow **1** mark for statement work done = KE lost*

or

*allow **1** mark for correct substitution, ie*
*8000 × distance = 320 000 **or** their (b)(ii)*

2

(iv) any **one** from:

- icy / wet roads
  accept weather conditions
- (worn) tyres
- road surface
- mass (of car and passengers)
  accept number of passengers
- (efficiency / condition of the) brakes

1

(v) (work done by) friction
(between brakes and wheel)
*do **not** accept friction between road and tyres / wheels*

1

(causes) decrease in KE and increase in thermal energy
accept heat for thermal energy accept
KE transferred to thermal energy

1

(c) the battery needs recharging less often
accept car for battery

1

orincreases the range of the car
*accept less demand for other fuels **or** lower emissions **or** lower fuel costs*
environmentally friendly is insufficient

as the efficiency of the car is increased
accept it is energy efficient

1

the decrease in (kinetic) energy / work done charges the battery (up)

accept because not all work done / (kinetic) energy is wasted

1

[14]