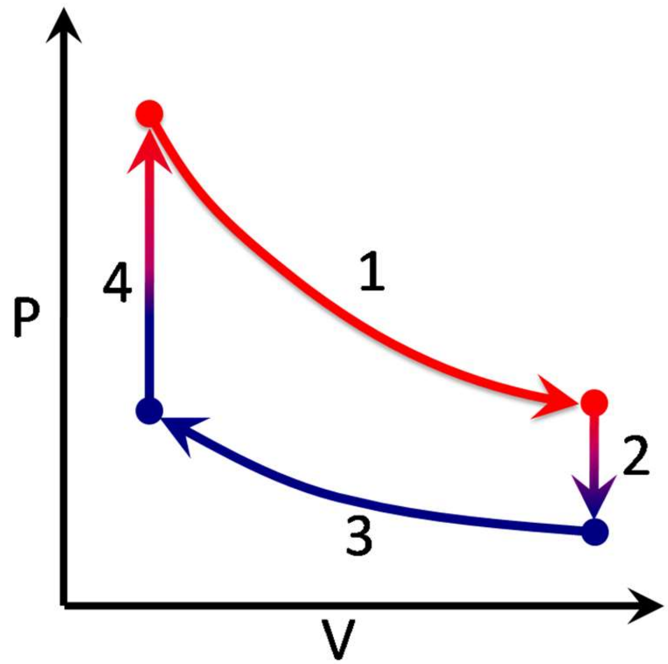


In the picture, process 1 and 3 are isothermal. During how many of the four processes does (positive) heat flow in to the gas?

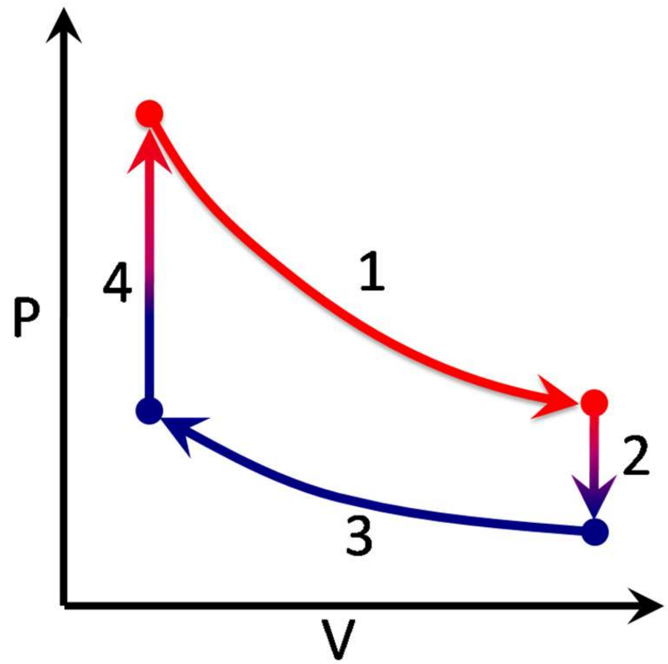
A) 0

B) 1

C) 2

D) 3

E) 4



In the picture, process 1 and 3 are isothermal. During how many of the four processes does (positive) heat flow in to the gas?

A) 0

B) 1

C) 2

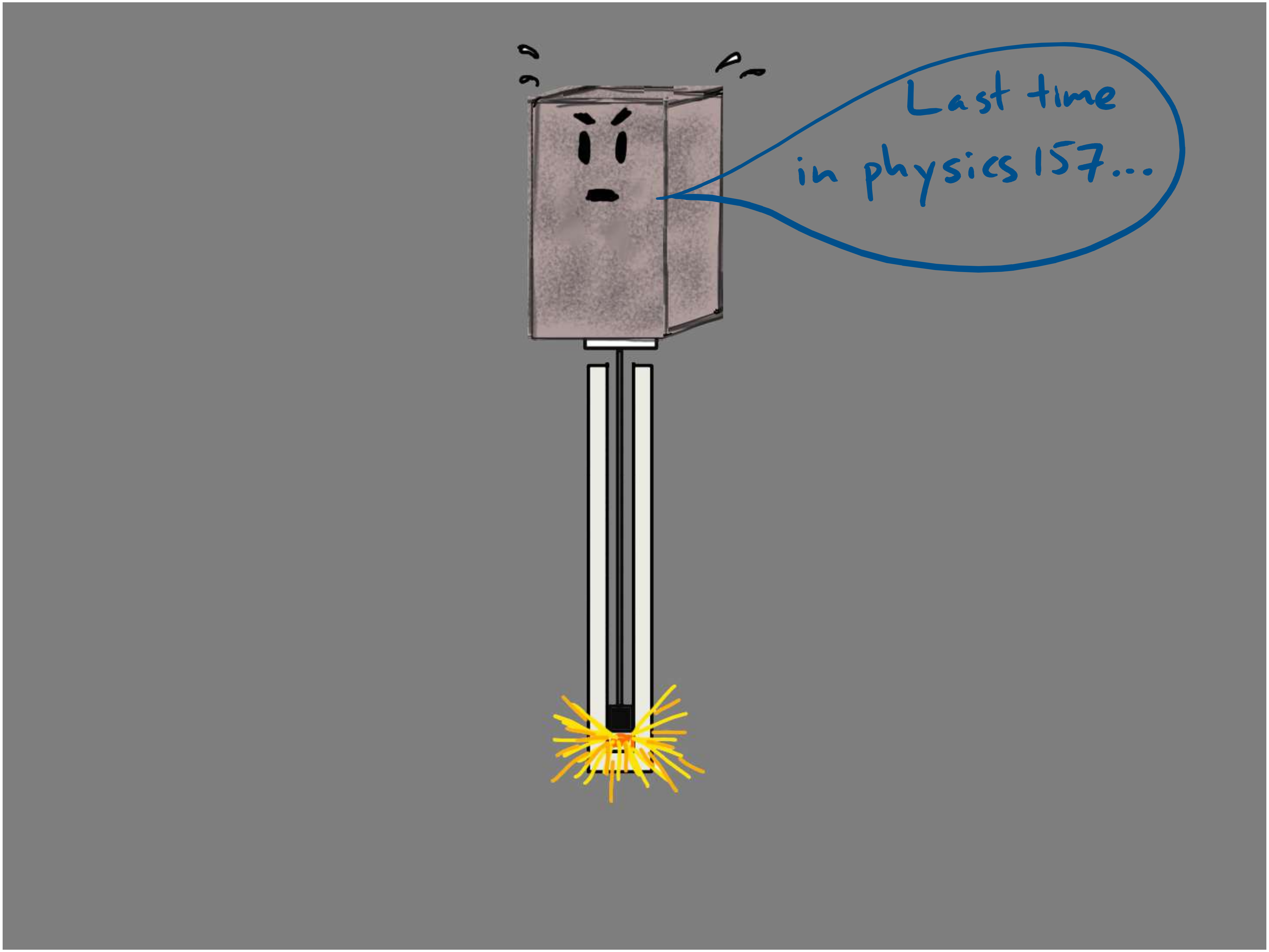
D) 3

E) 4

4: $W=0$ so $Q = \Delta U = nC_V\Delta T$
positive since
P↑ implies T↑
at const. volume

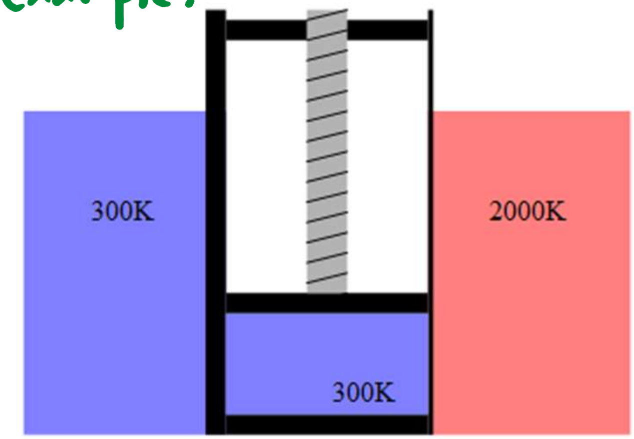
1: $\Delta U = 0$ so $Q = W > 0$
since expanding

other two are like the reverse of these two,
so $Q < 0$

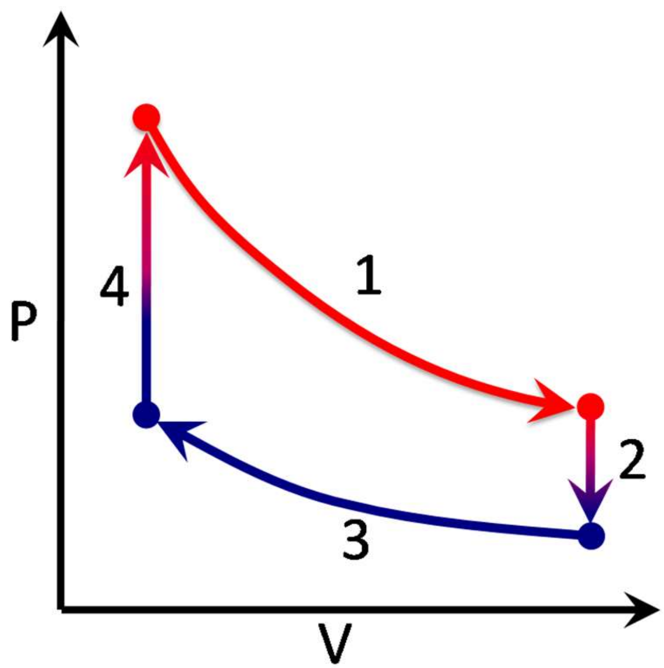

Last time in physics 157...

HEAT ENGINES: (partially) convert heat to work via cyclic process

example:

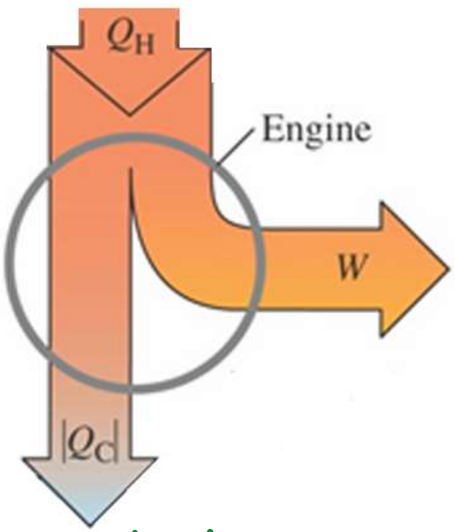


By Gonfer - Own work, CC BY-SA 2.5, https://commons.wikimedia.org/w/index.php?curid=10901965



"Stirling cycle"

Efficiency of an Engine



$Q_H = |Q_C| + W$

Q_H : Heat absorbed by gas each cycle

Q_C : Heat expelled by gas

W : Net work done each cycle

Efficiency is: $e = \dfrac{W}{Q_H}$

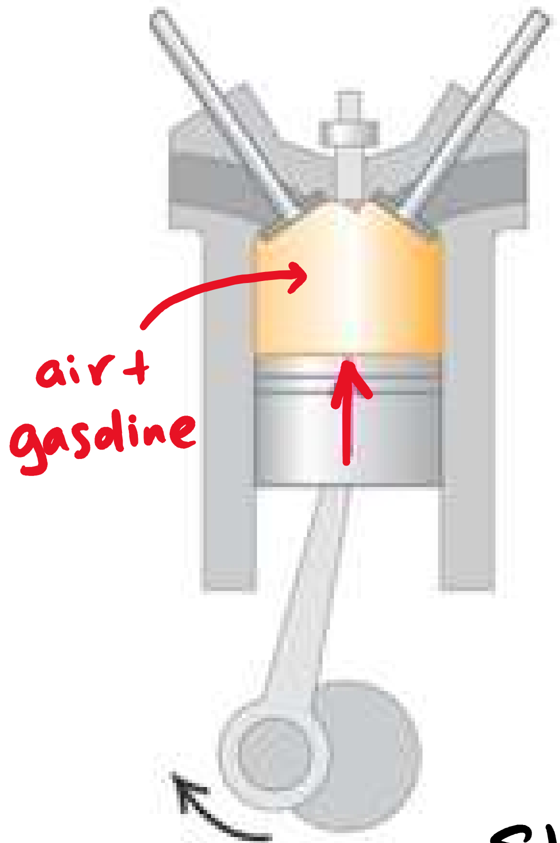
work we get out (W)

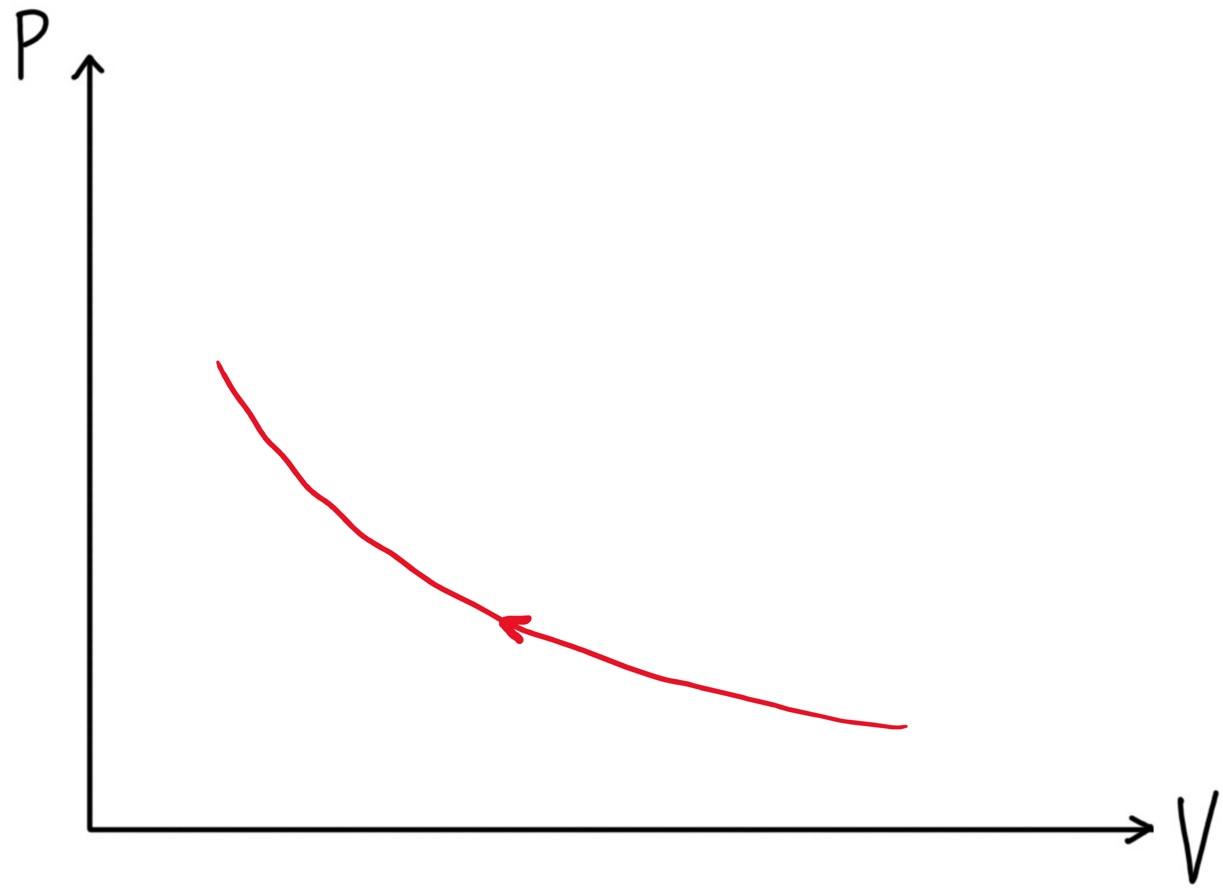
heat we need to supply (Q_H)

$$= 1 - \frac{|Q_C|}{|Q_H|}$$

Internal combustion engine movie:

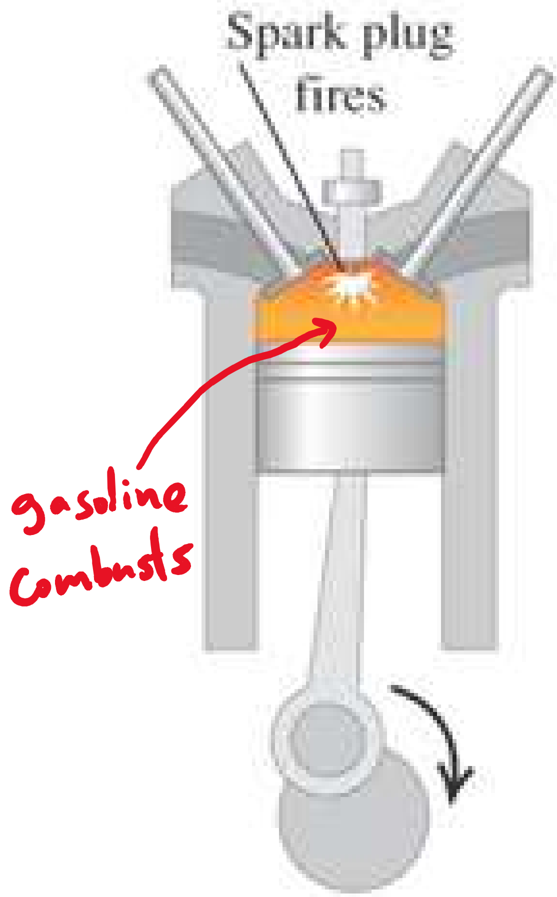
https://youtu.be/5tN6eynMMNw?t=26

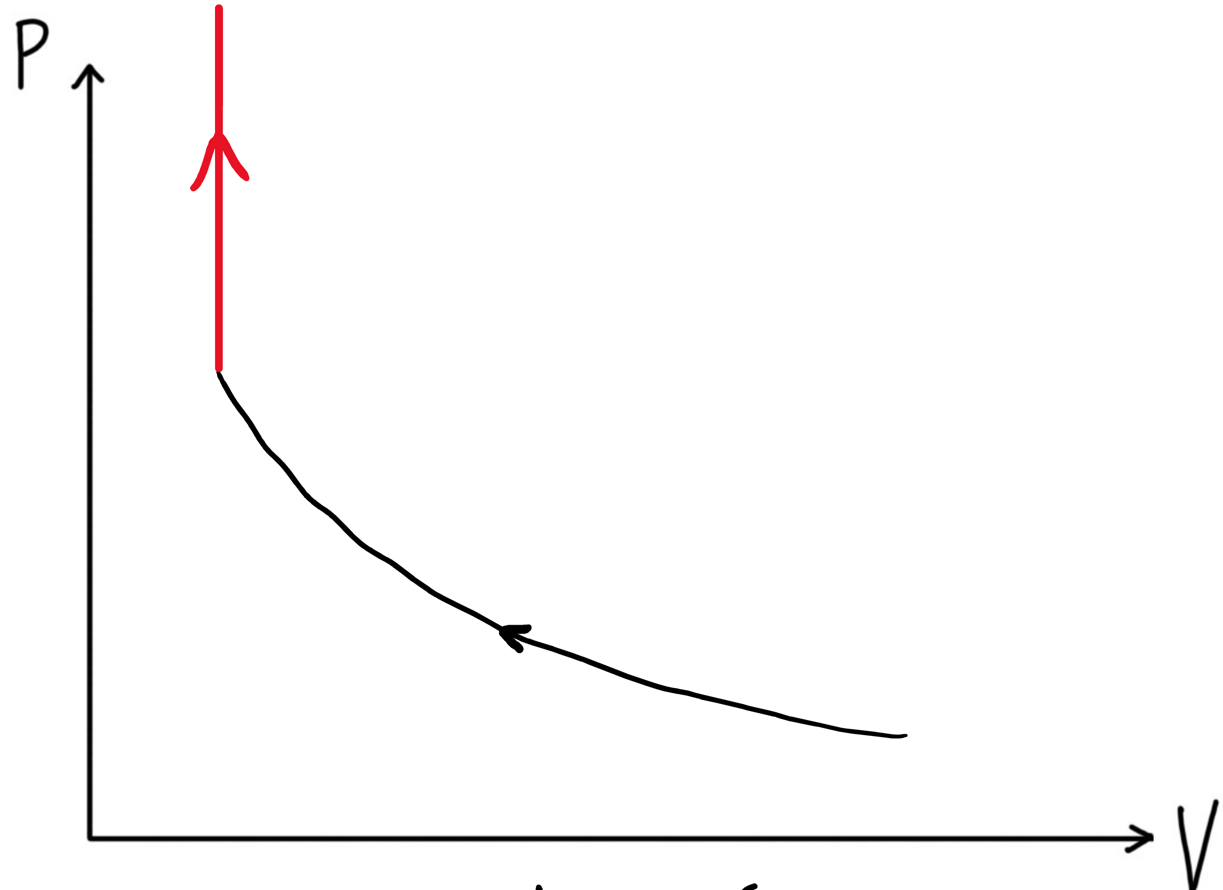




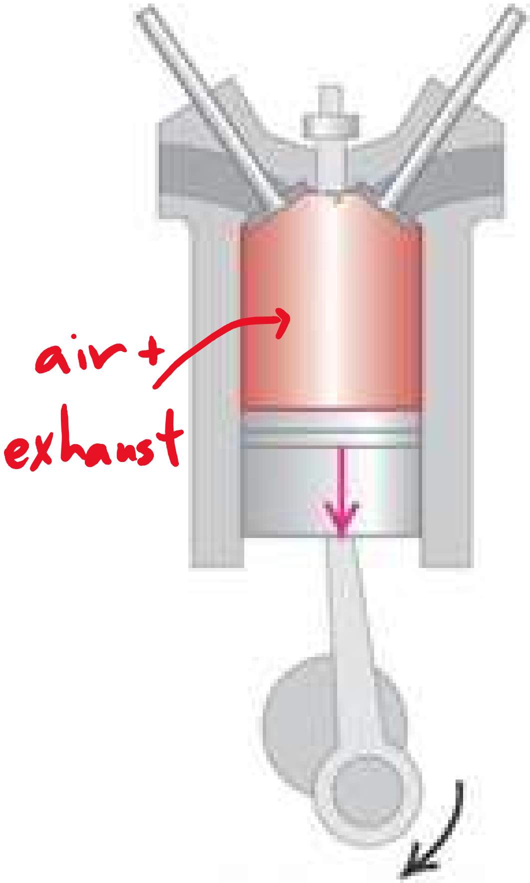
Step 1: adiabatic compression

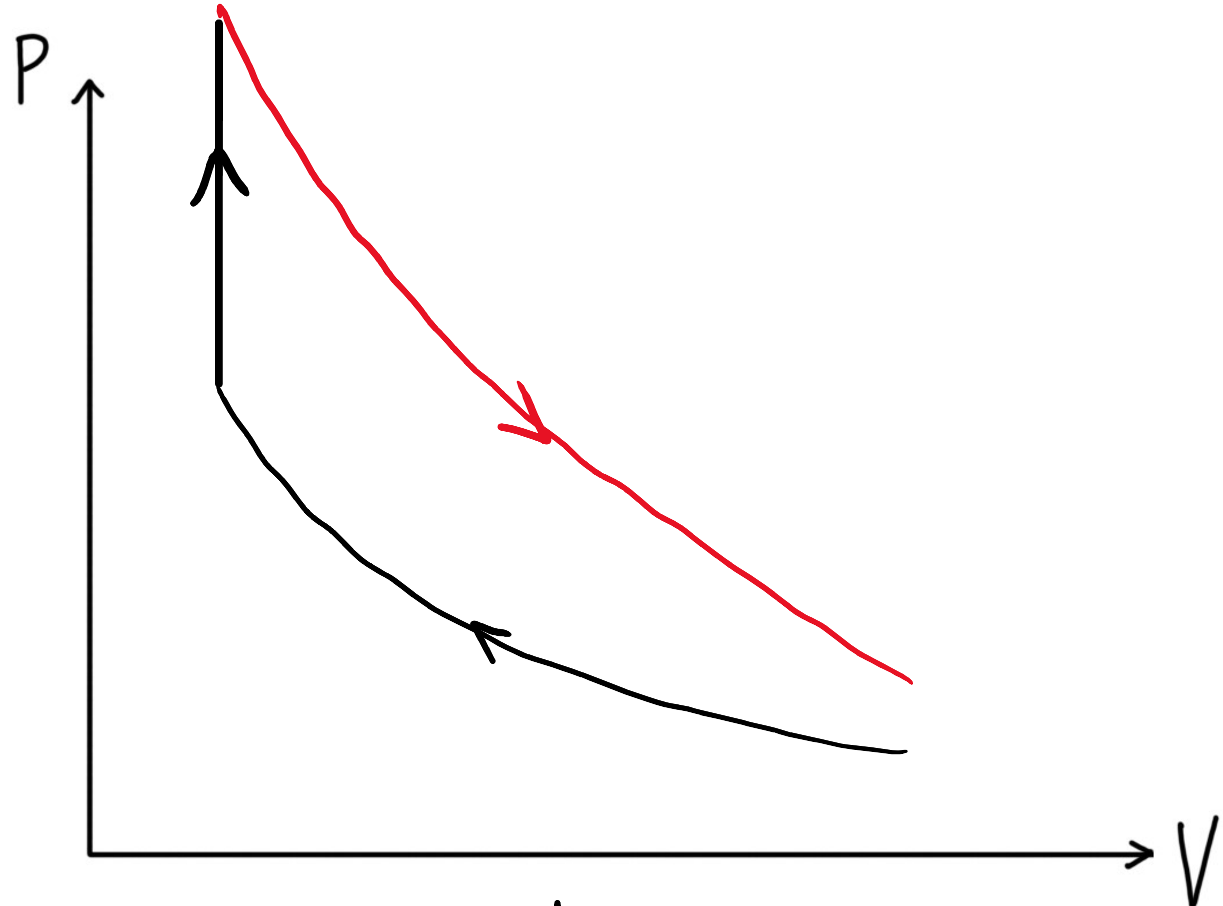
"compression stroke"





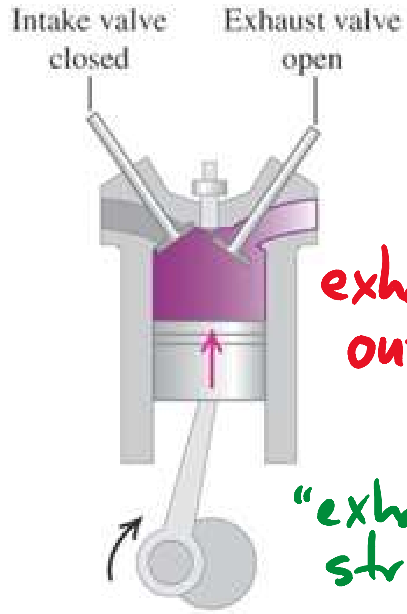
Step 2: combustion of gasoline
$\approx$ heating at constant volume





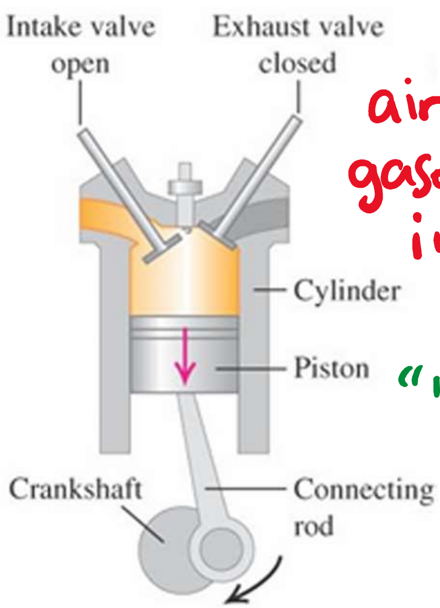
Step 3: Adiabatic expansion

"power stroke"



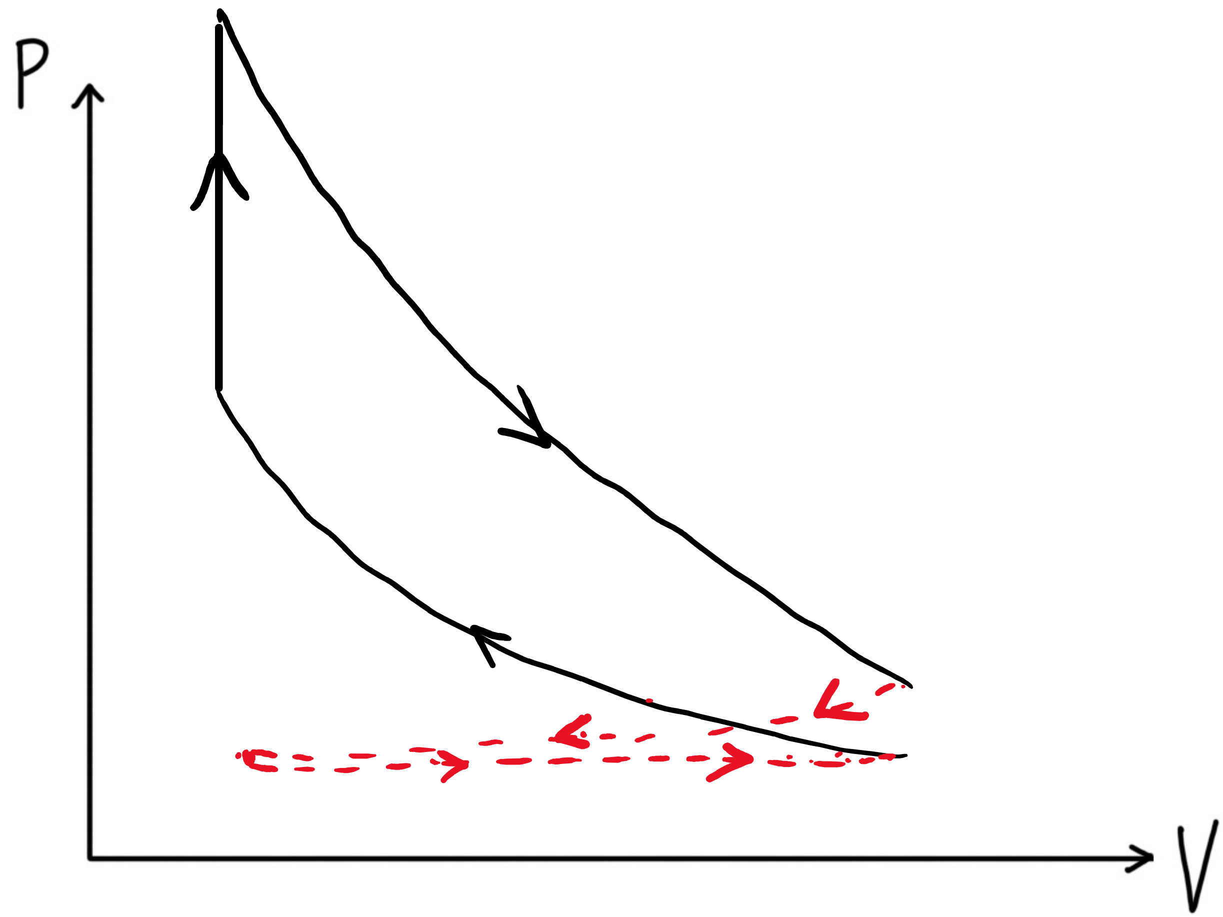
exhaust out

"exhaust stroke"

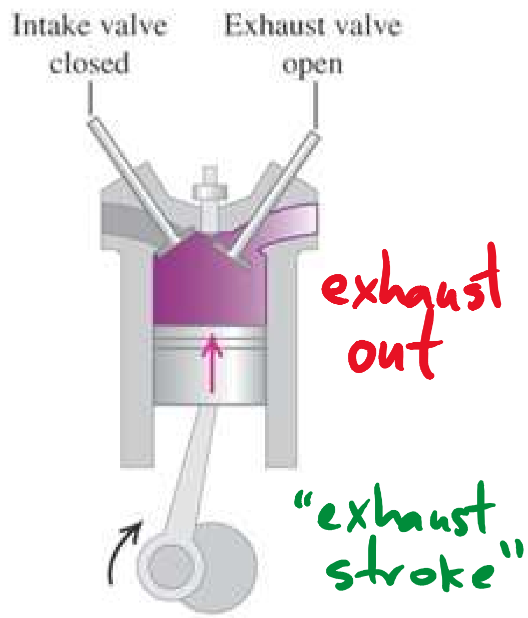


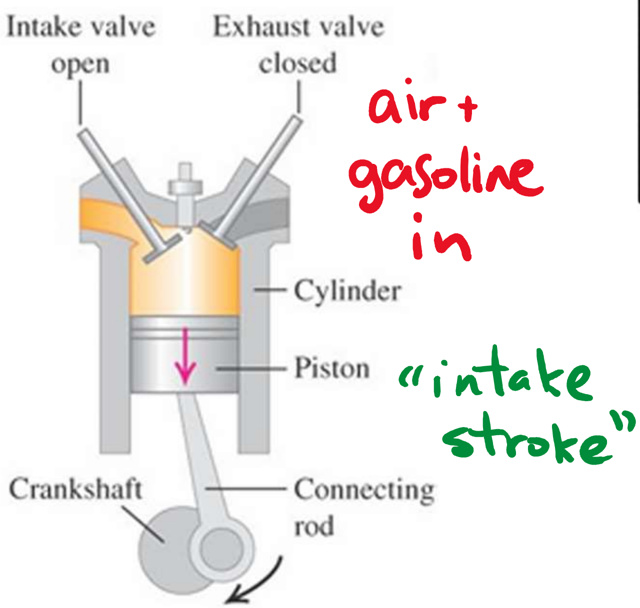
air + gasoline in

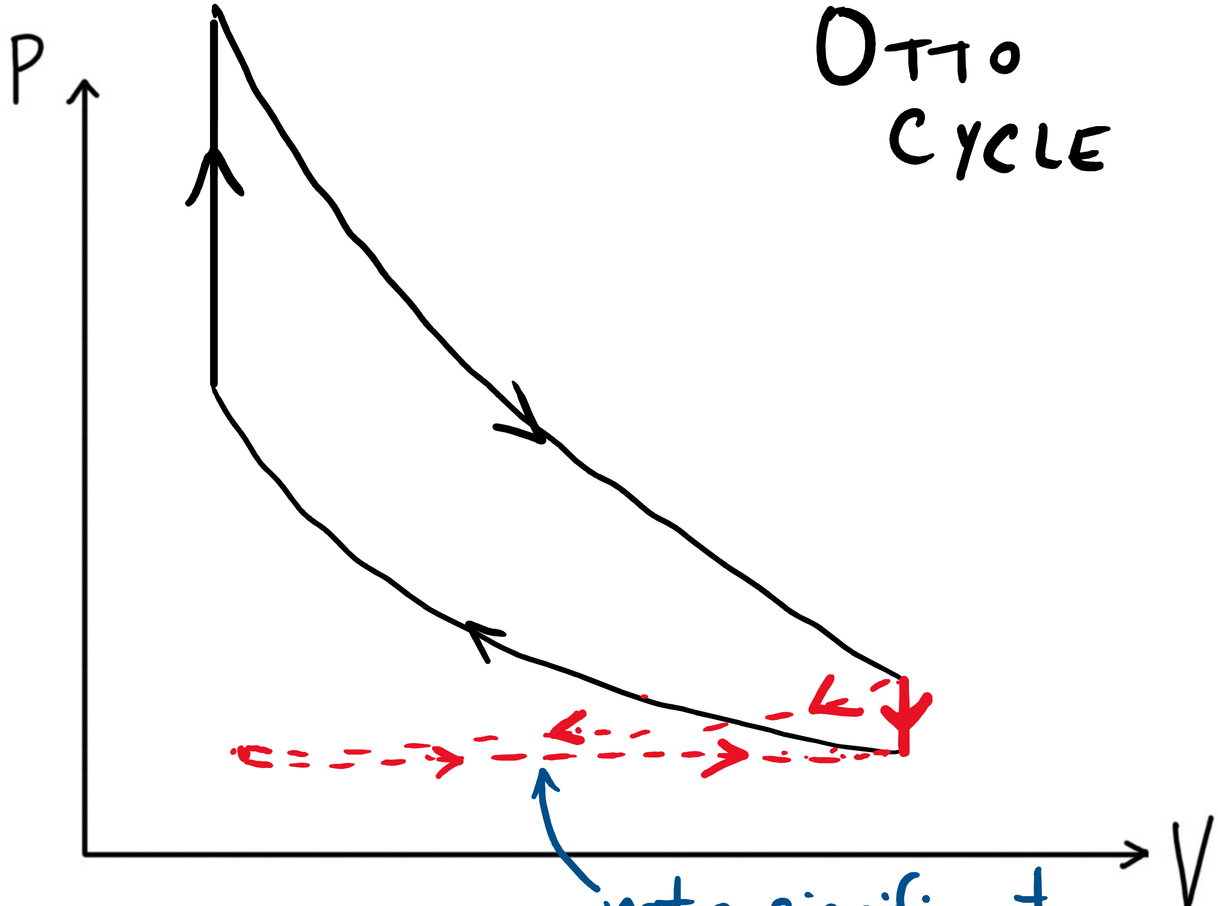
"intake stroke"



Otto Cycle

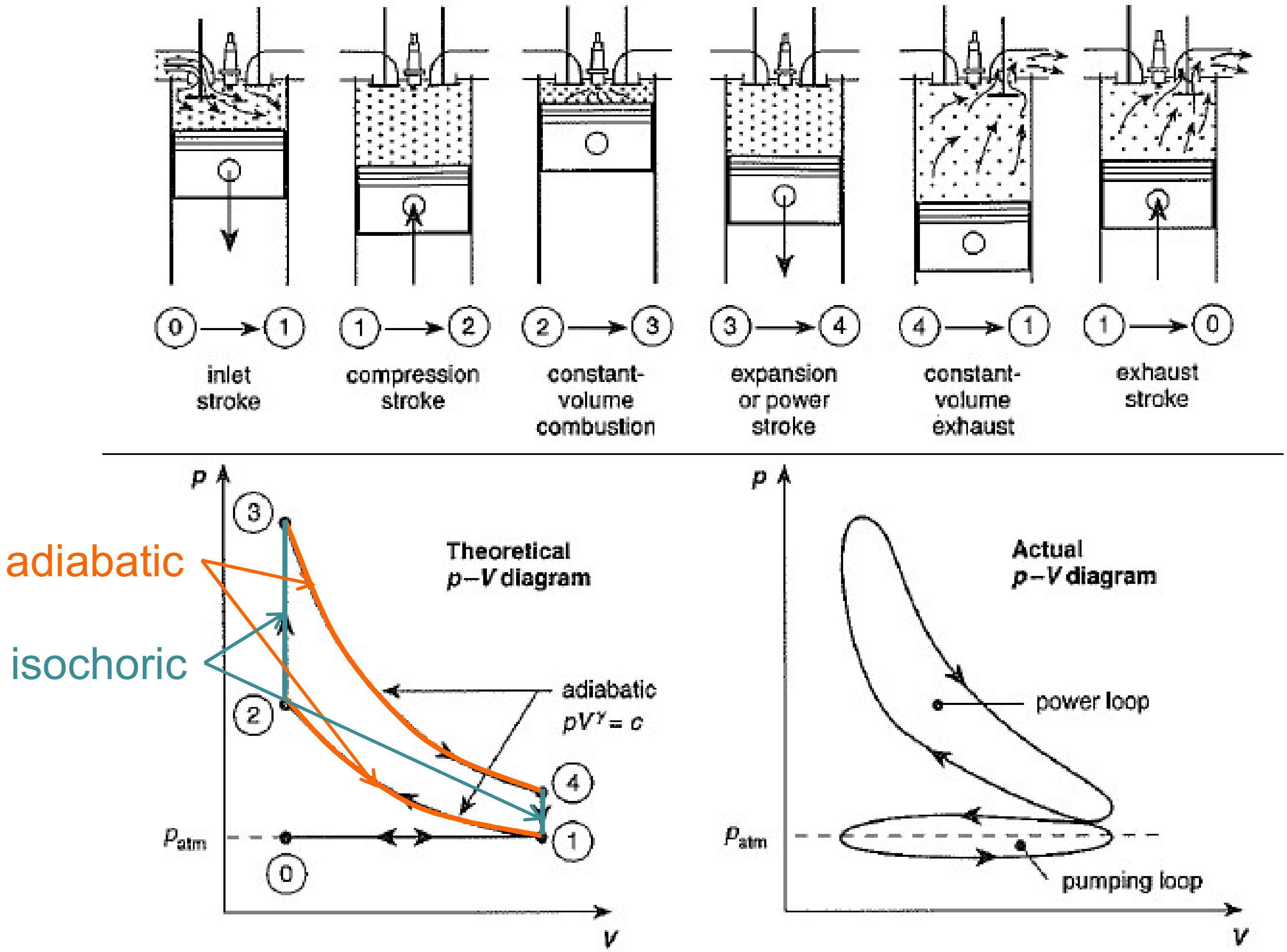


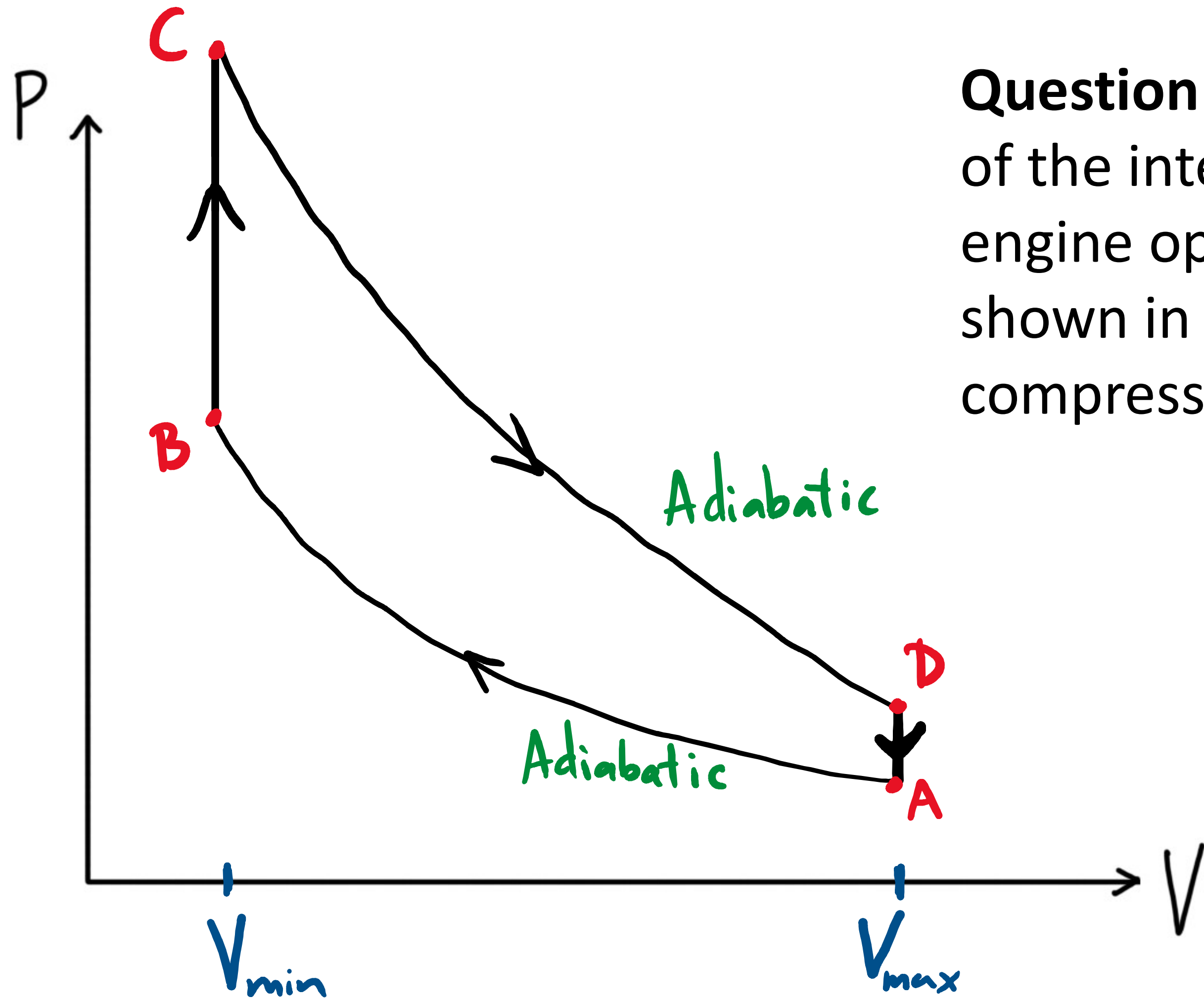




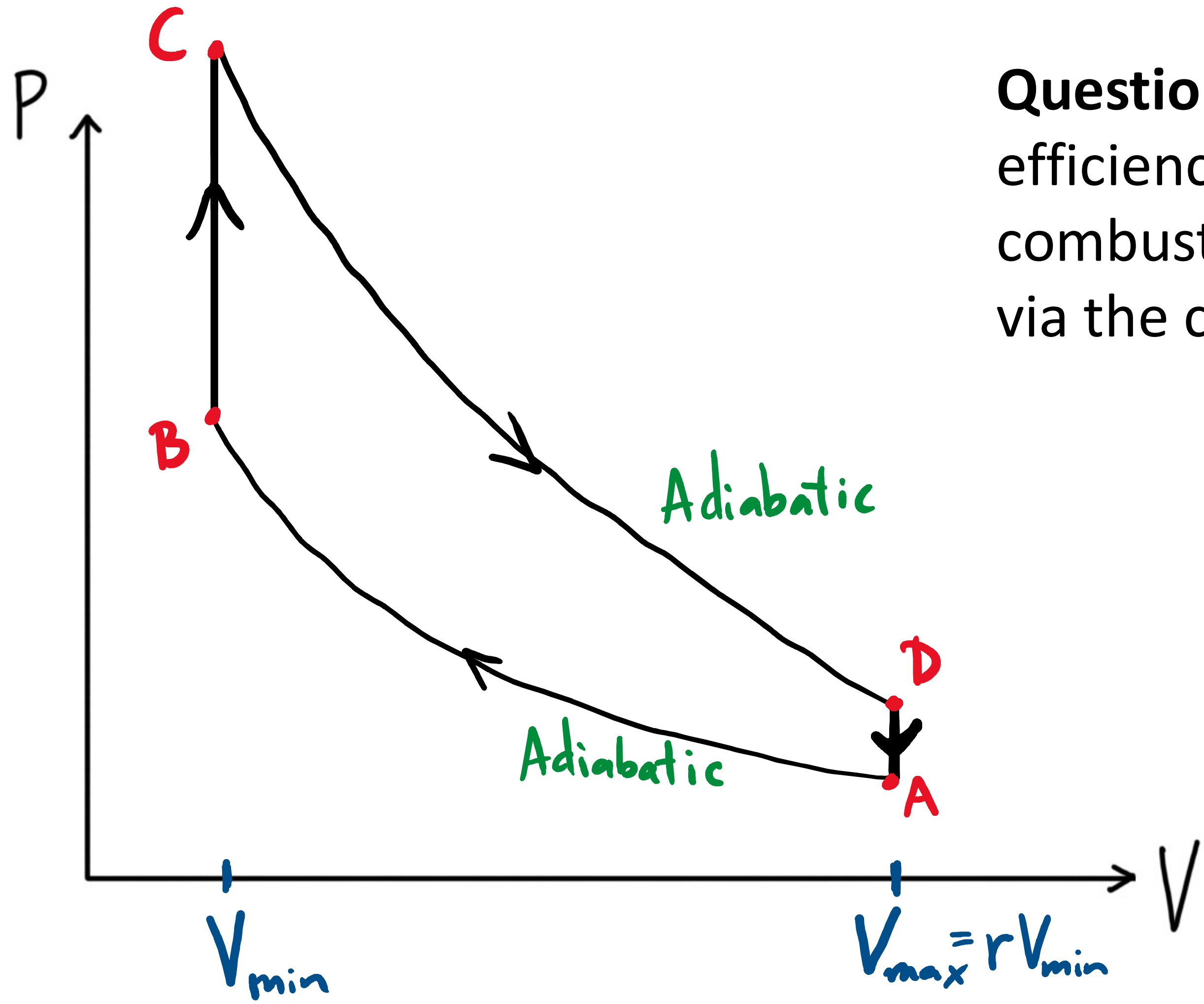
not a significant amount of net work, so model as constant volume process

Otto cycle: model of internal combustion engine



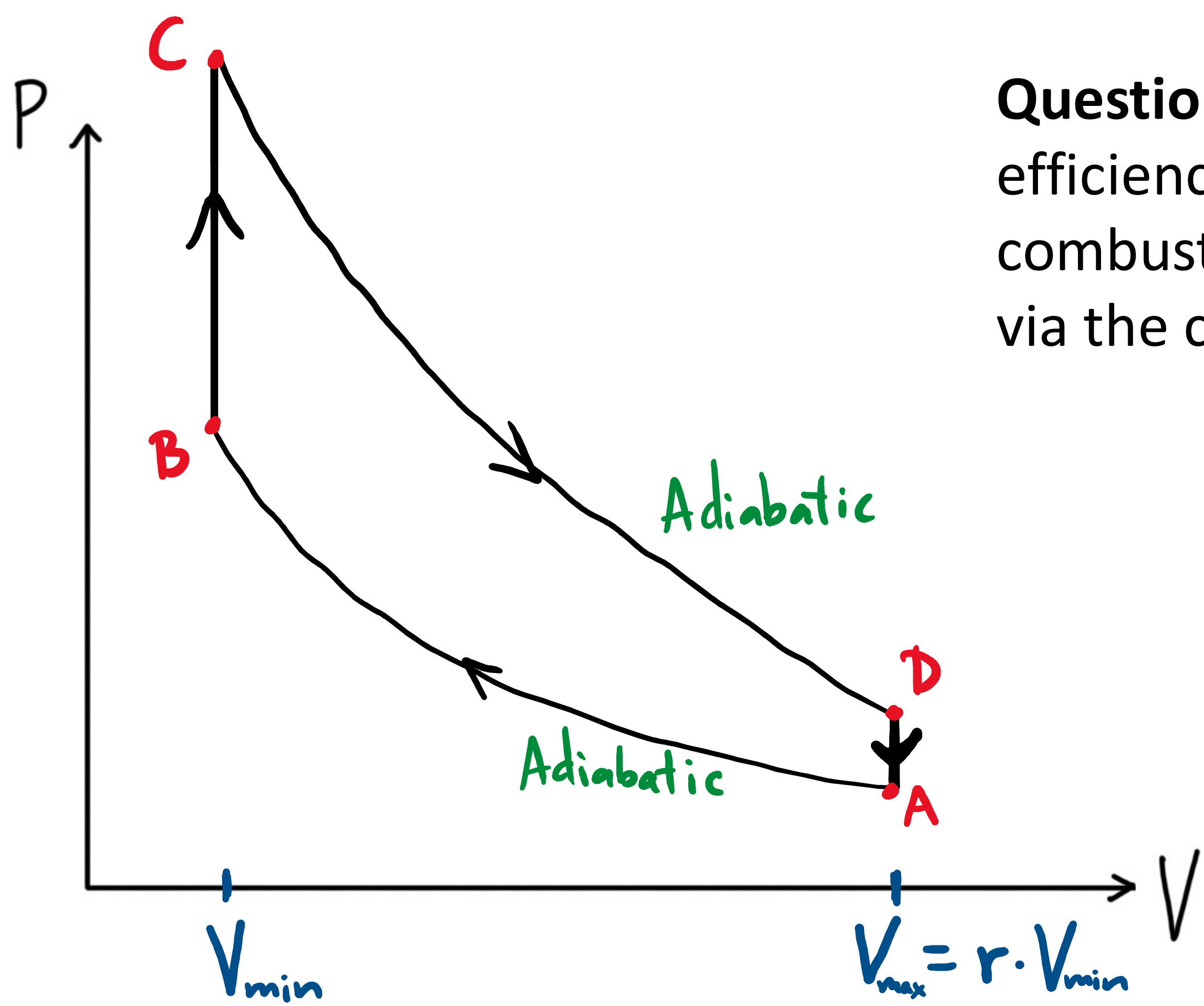


Question: Calculate the efficiency of the internal combustion engine operating via the cycle shown in terms of the compression ratio $\mathbf{r = V_{max} / V_{min}}$



Question: Calculate the efficiency of the internal combustion engine operating via the cycle shown.

Step ∅: find P, V, T for the various points if not given.

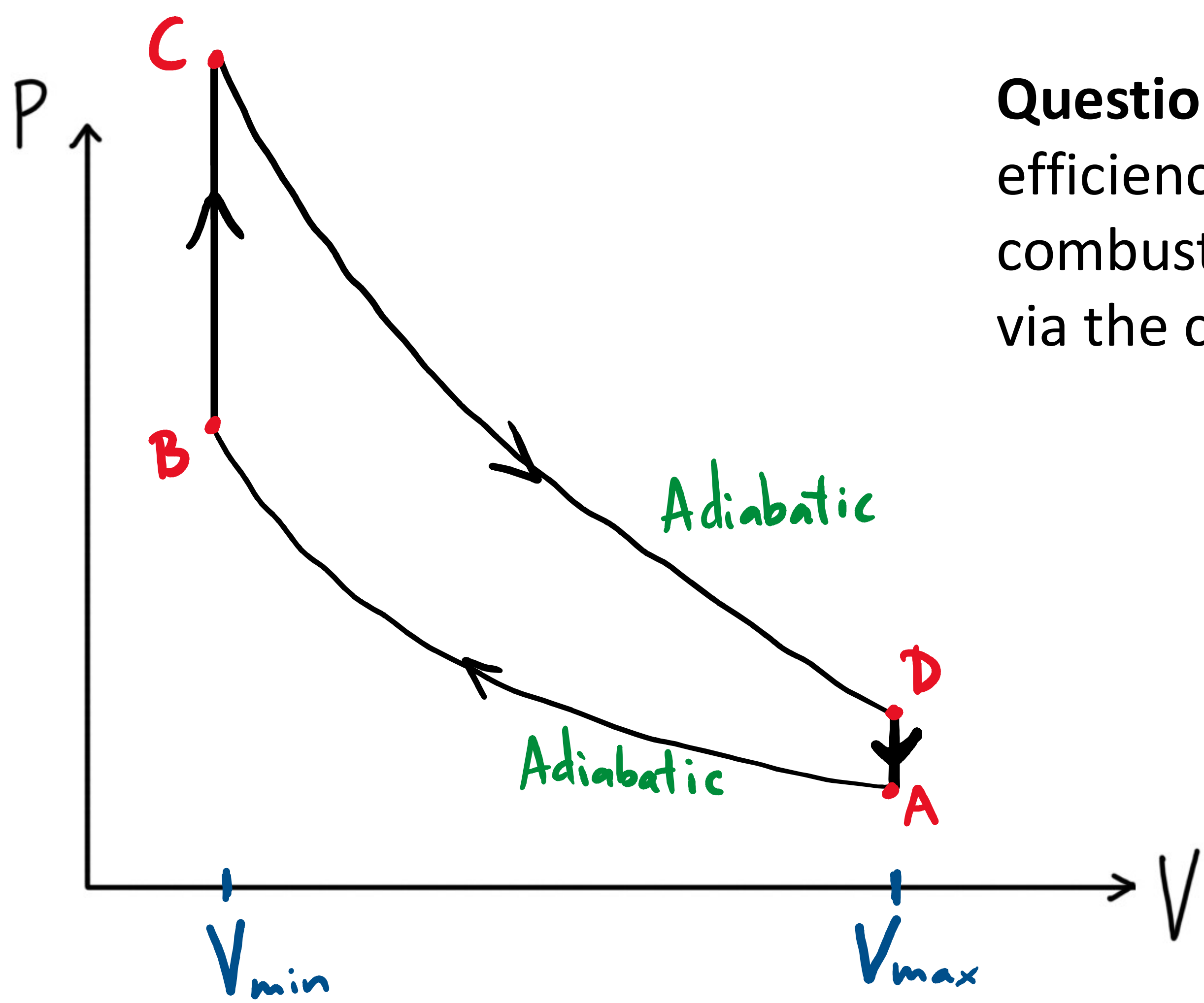


Question: Calculate the efficiency of the internal combustion engine operating via the cycle shown.

Step Ø: find P, V, T for the various points if not given.

For each step, write an equation that relates the final temperature from the initial temperature, assuming all pressures and volumes are known. Click A if you are finished.

EXTRA: work out all the temperatures in term of T_A, r, and P_C/P_B

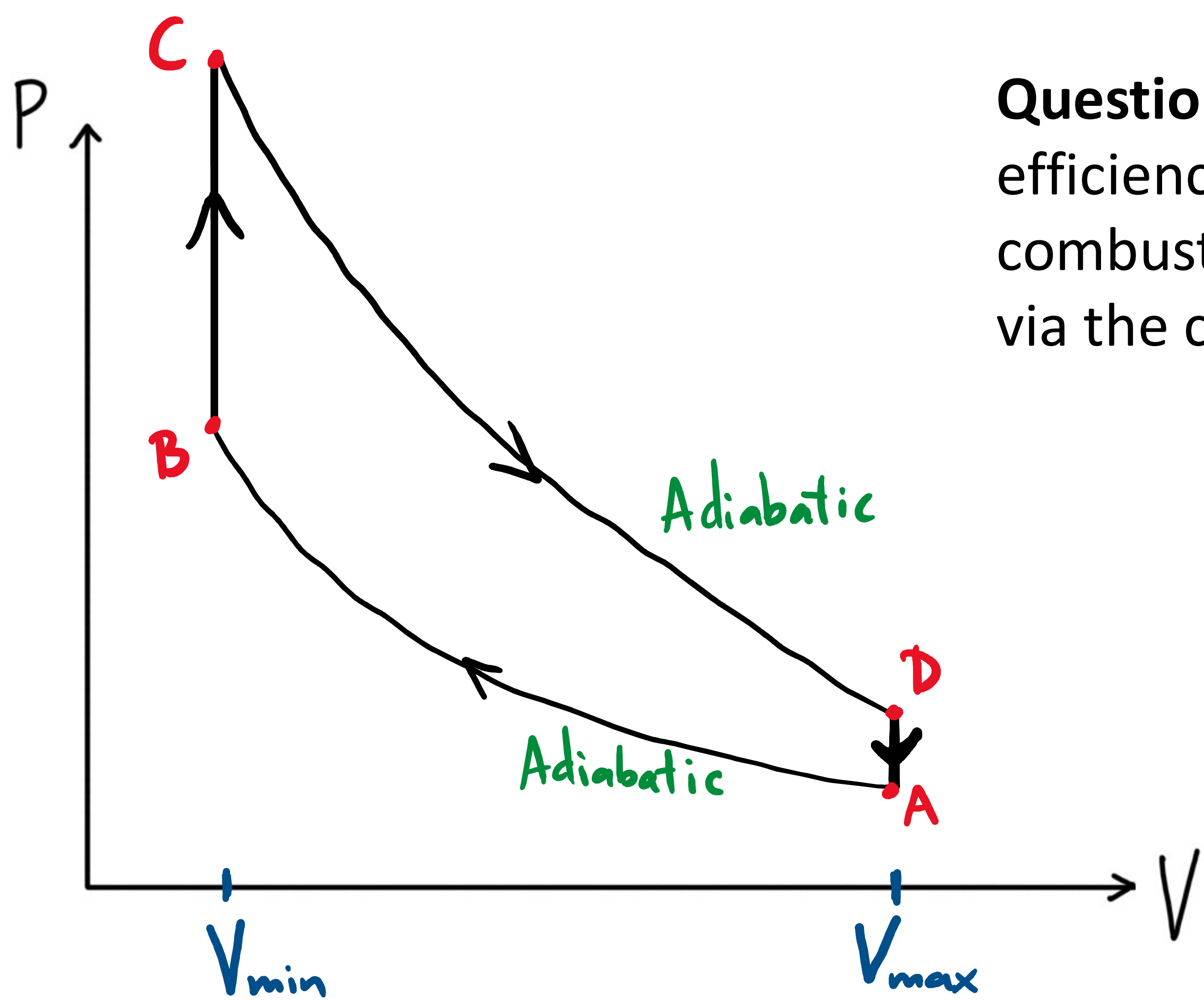


Question: Calculate the efficiency of the internal combustion engine operating via the cycle shown.

Step Ø: find P,V,T for the various points if not given.

$$T_B V_B^{\gamma-1} = T_A V_A^{\gamma-1} \Rightarrow T_B = T_A \left(\frac{V_A}{V_B}\right)^{\gamma-1} = T_A \cdot r^{\gamma-1}$$

$$\frac{T_C}{P_C} = \frac{T_B}{P_B} \Rightarrow T_C = \frac{P_C}{P_B} \cdot T_B$$

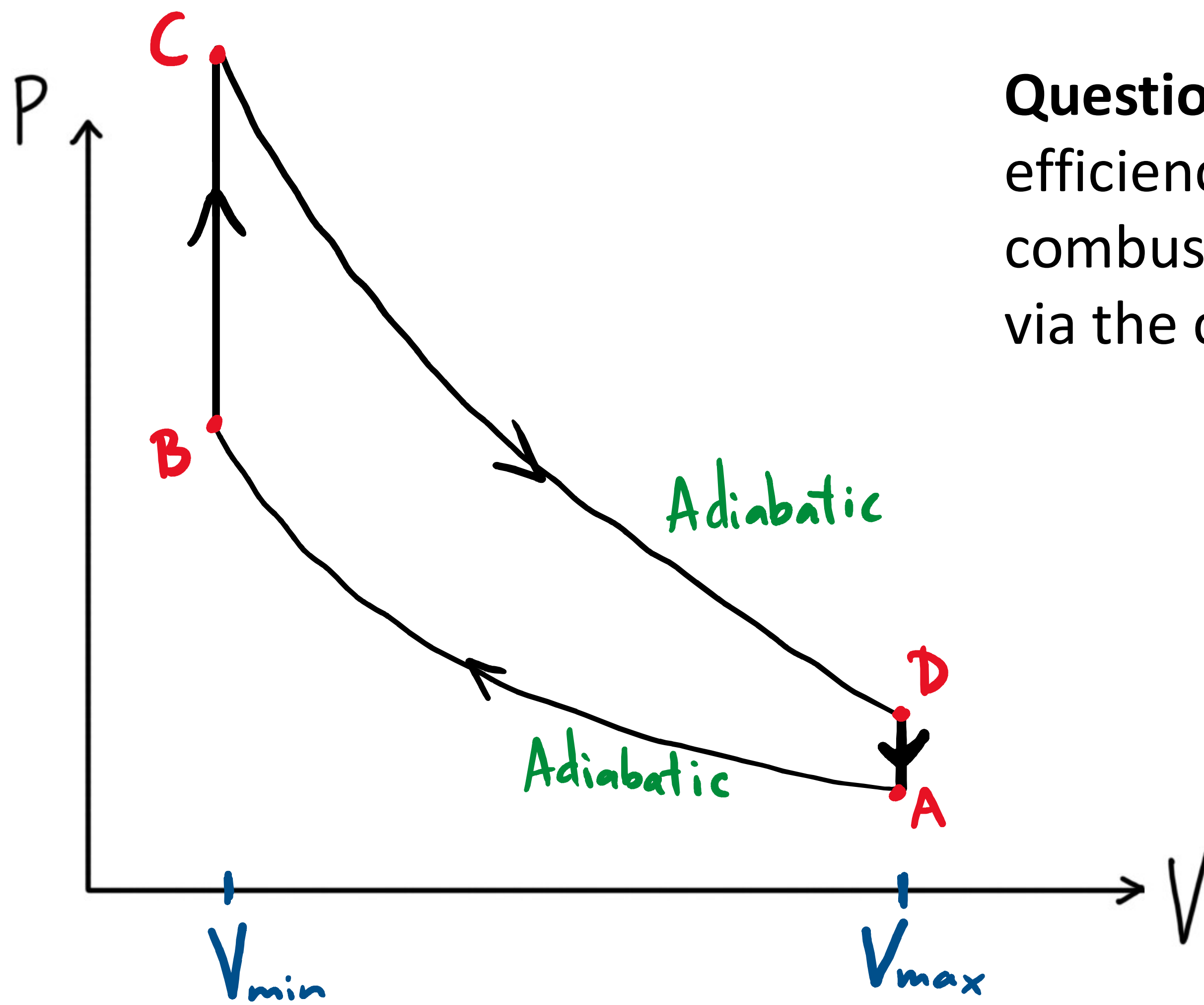


Question: Calculate the efficiency of the internal combustion engine operating via the cycle shown.

Step 1: find the work for each part and add them up.

The work for the process B -> C is

A) Positive B) Negative C) Zero

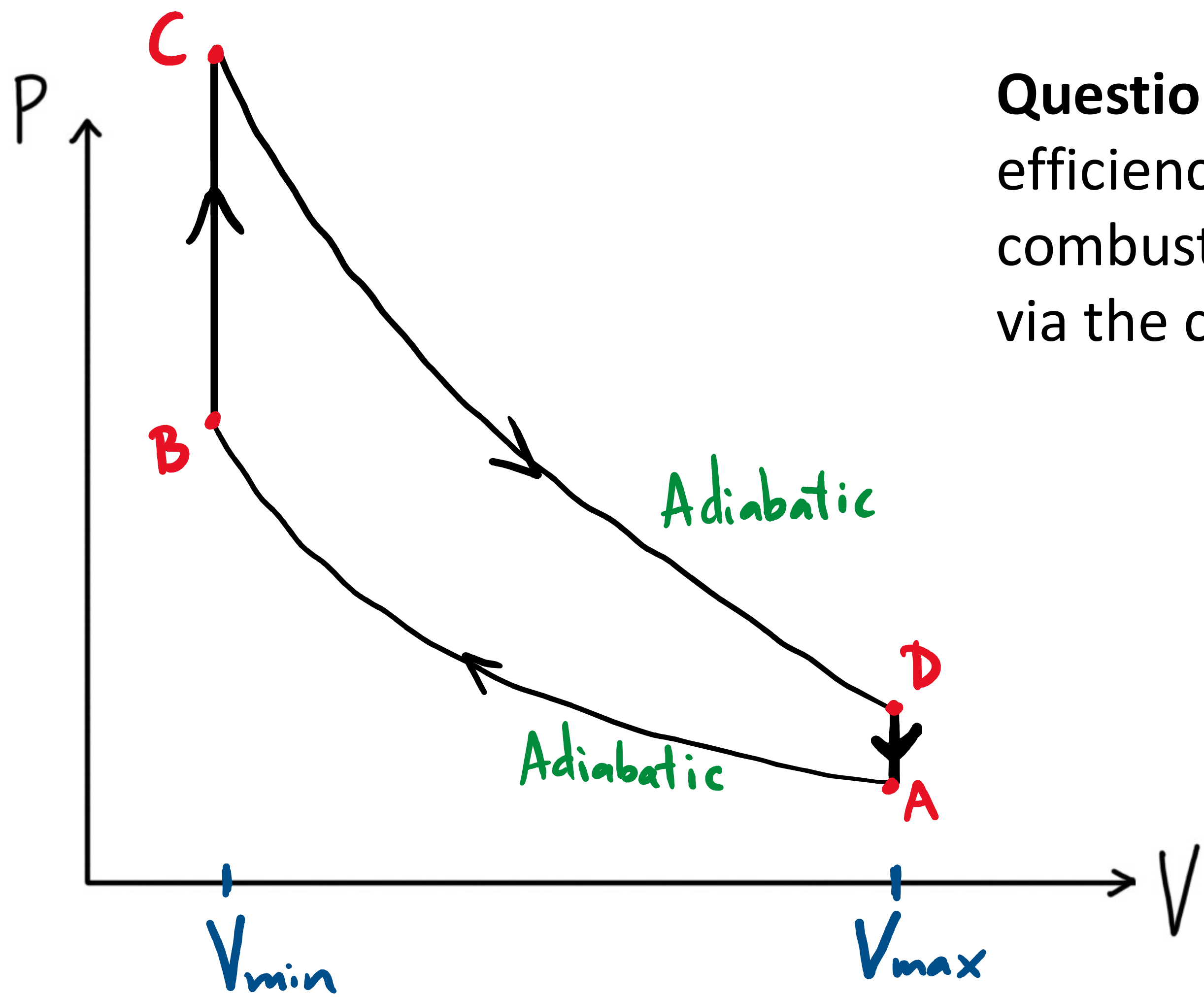


Question: Calculate the efficiency of the internal combustion engine operating via the cycle shown.

Step 1: find the work for each part and add them up.

What is the work for the processes C -> D in terms of n, C_V, and the various temperatures, volumes or pressures?

Click A when you have an answer *(and then try to calculate the net work)*

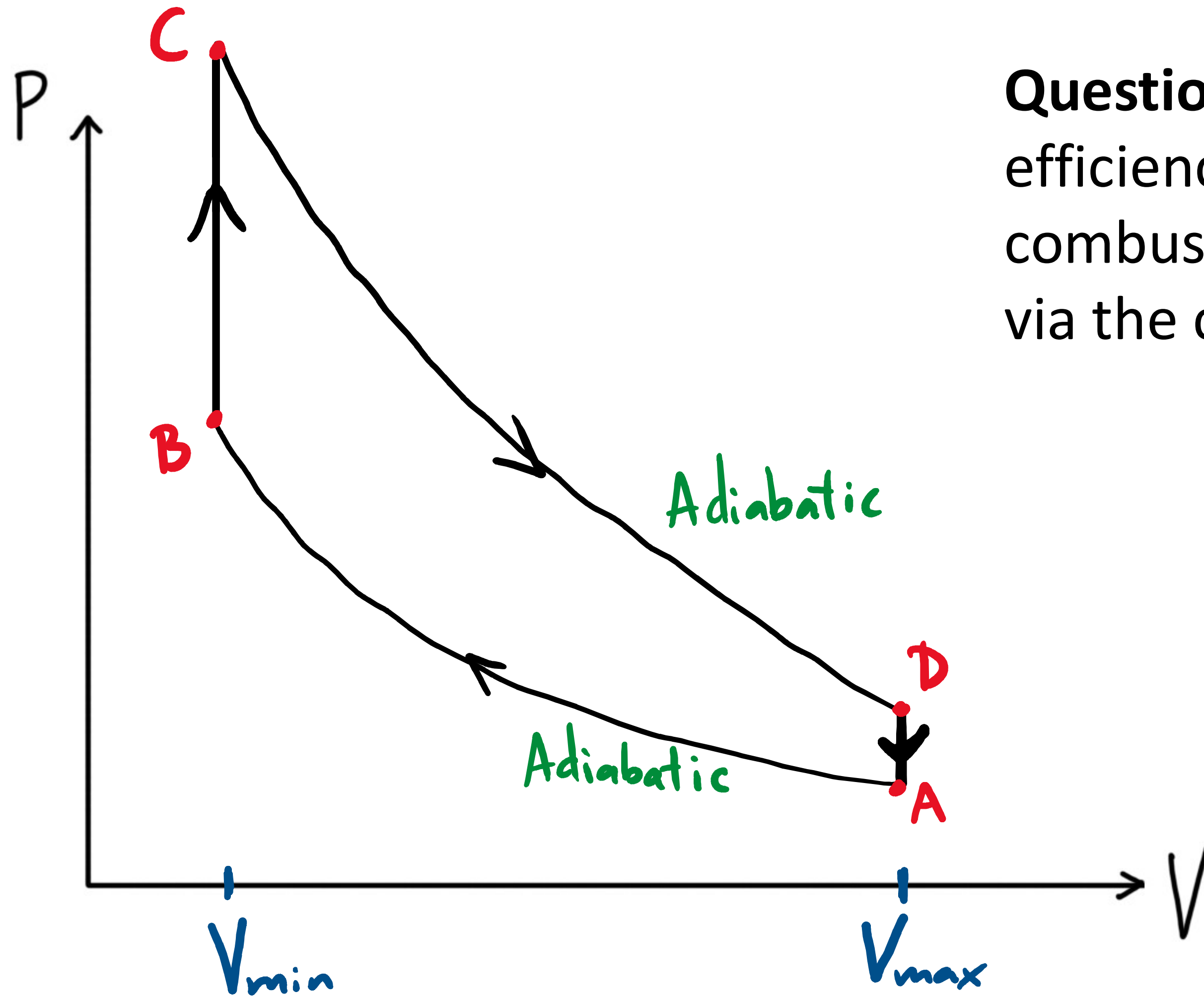


Question: Calculate the efficiency of the internal combustion engine operating via the cycle shown.

Step 1: find the work for each part and add them up.

$C \to D$:

$A \to B$



Question: Calculate the efficiency of the internal combustion engine operating via the cycle shown.

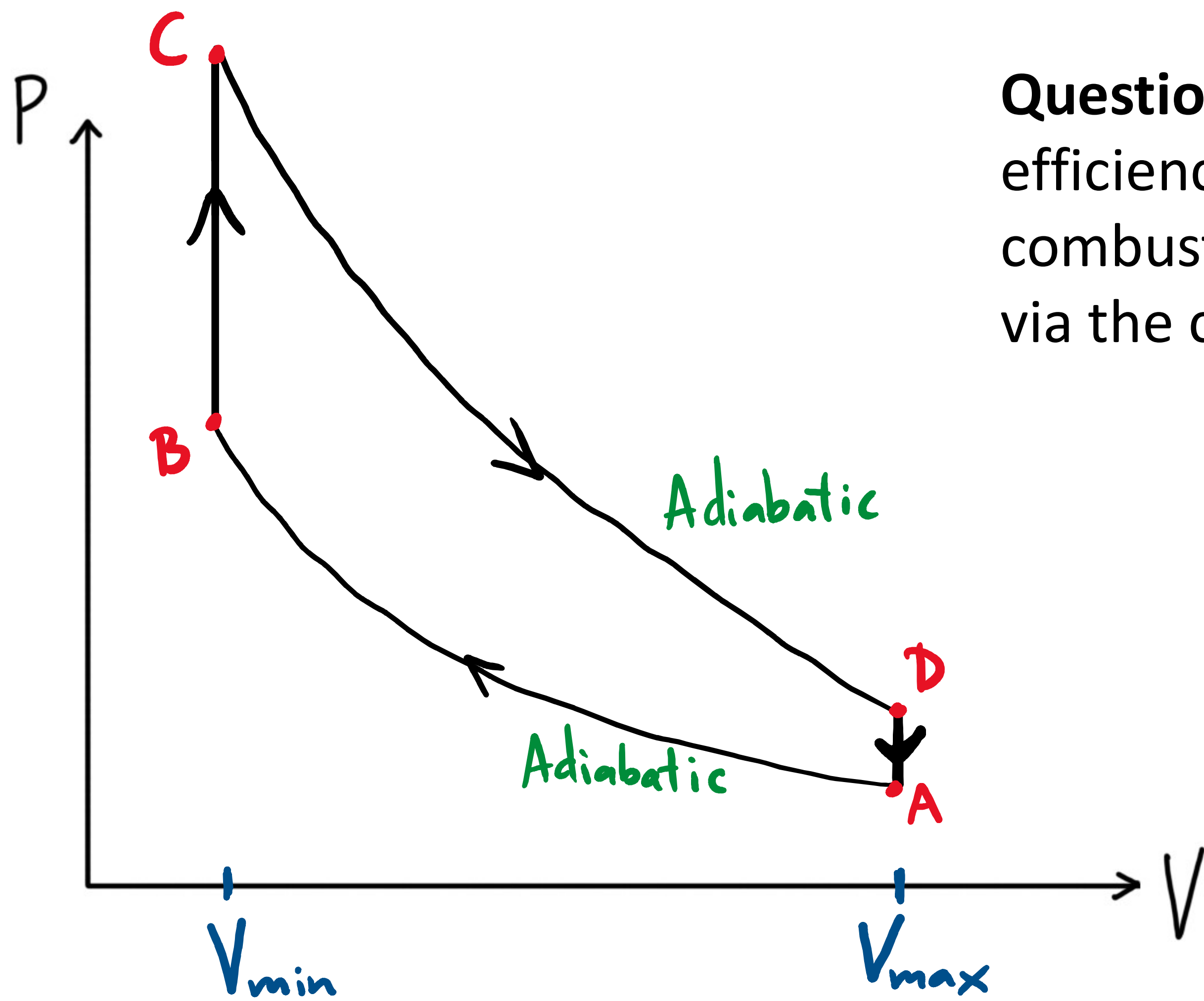
Step 1: find the work for each part and add them up.

const. volume

$C \to D$: $Q = 0$ so $W = -\Delta U = -nC_v(T_D - T_C)$ $\qquad W_{B\to C} = 0$

$A \to B$: $Q = 0$ so $W = -\Delta U = -nC_v(T_B - T_A)$ $\qquad W_{D\to A} = 0$

$$W_{net} = nC_v(T_C - T_D + T_A - T_B)$$

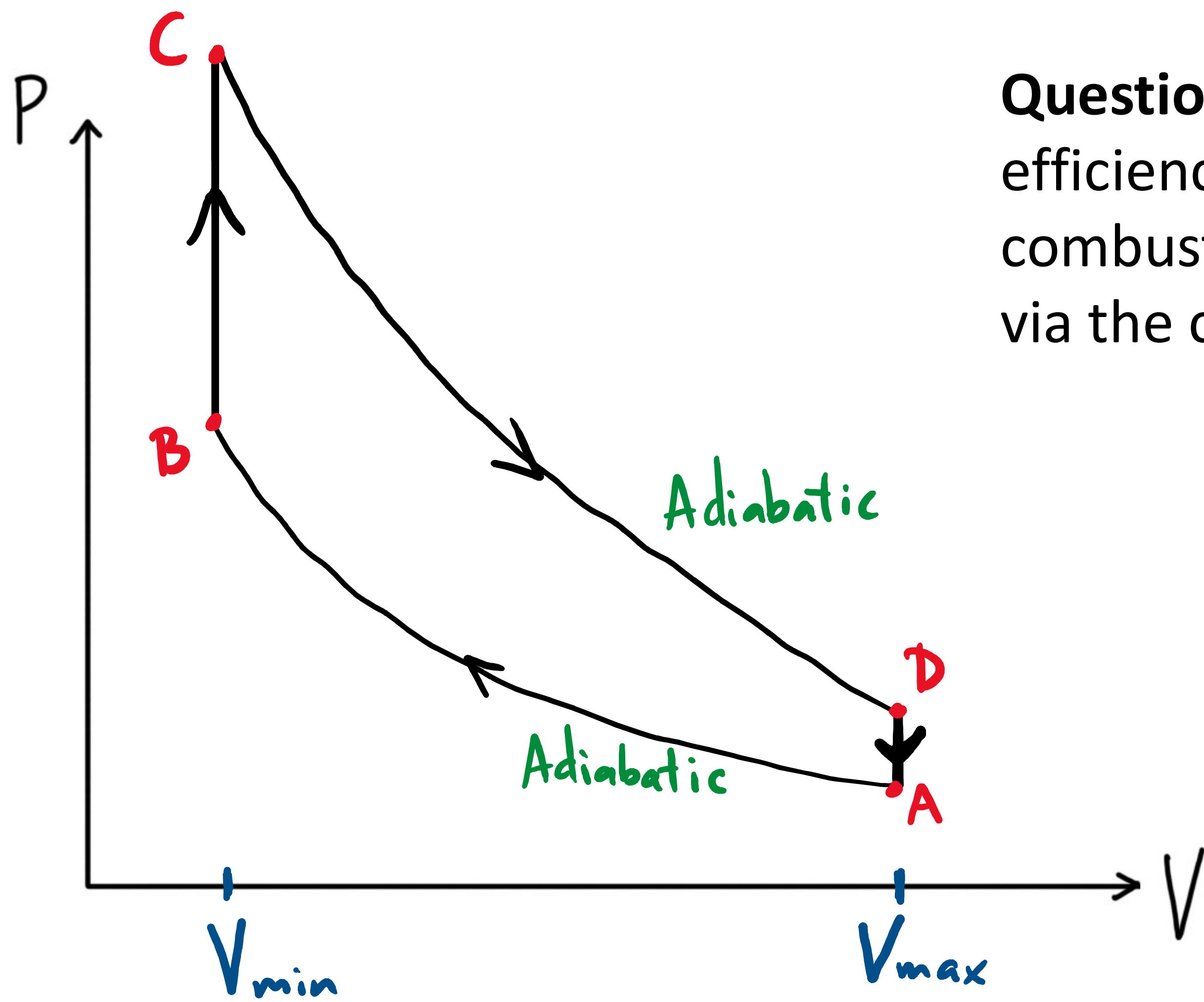


Question: Calculate the efficiency of the internal combustion engine operating via the cycle shown.

Step 2: find the heat for the steps with $Q > 0$.

How many of the steps have $Q > 0$?

A) 0 B) 1 C) 2 D) 3 E) 4

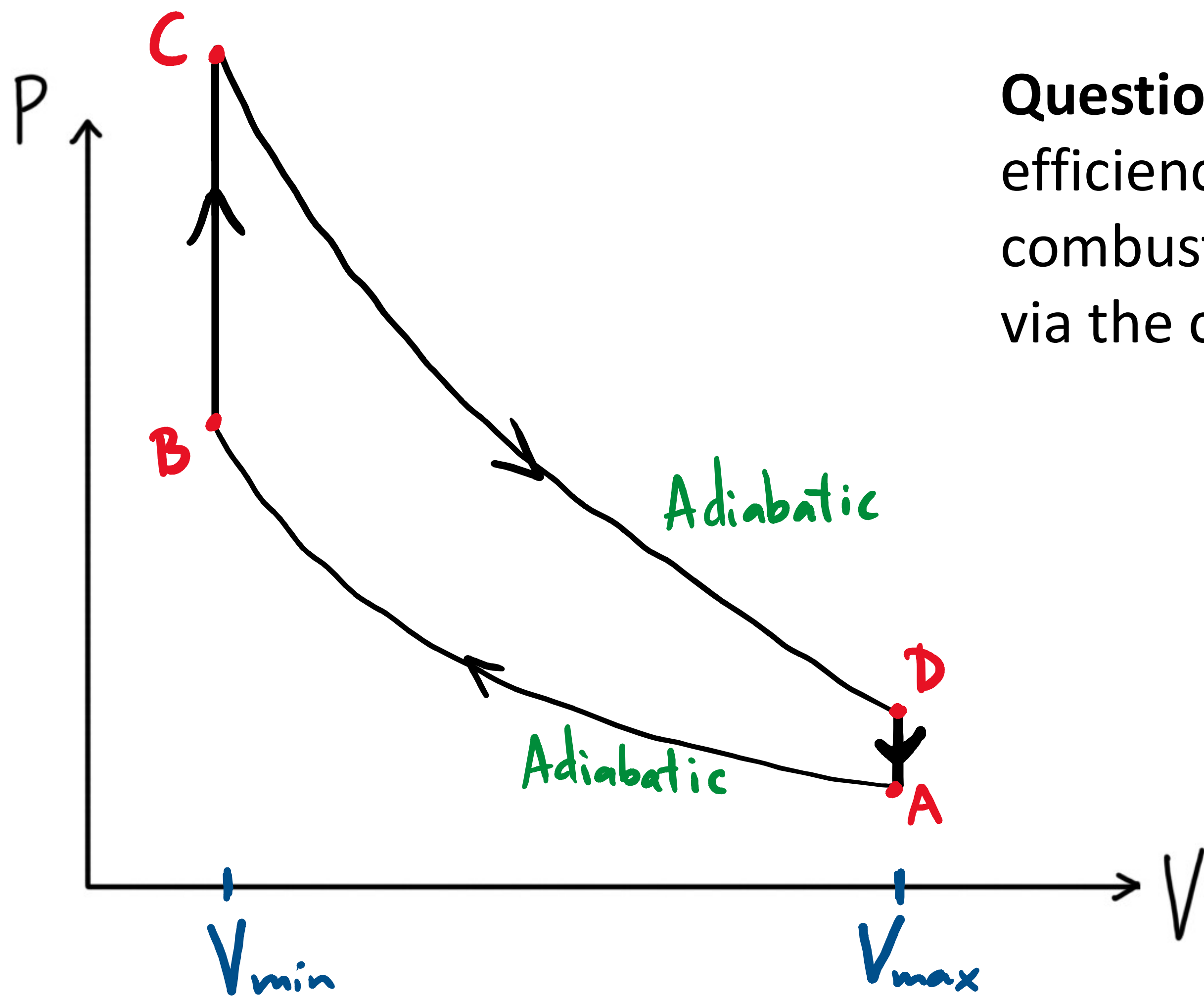


Question: Calculate the efficiency of the internal combustion engine operating via the cycle shown.

Step 2: find the heat for the steps with Q > 0.

Calculate Q for the process B -> C, in terms of n, C_V and the various temperatures, pressures, and volumes.

Click A when you have an answer, or B if you are stuck.

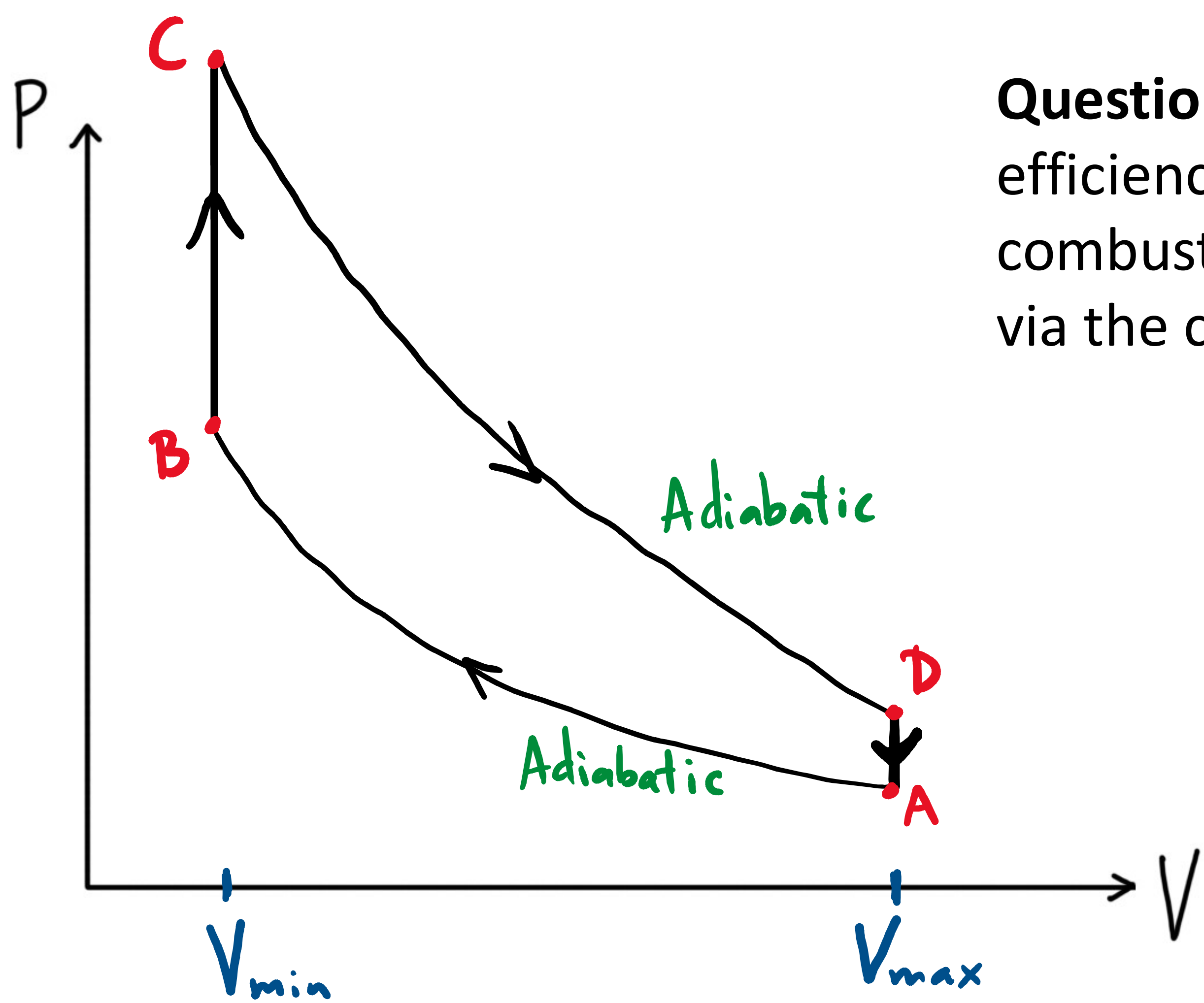


Question: Calculate the efficiency of the internal combustion engine operating via the cycle shown.

Step2: find the heat for the steps with $Q > 0$.

Calculate Q for the process B -> C: const. volume $\therefore W = 0$

$$Q = \Delta U = n C_V (T_C - T_B)$$



Question: Calculate the efficiency of the internal combustion engine operating via the cycle shown.

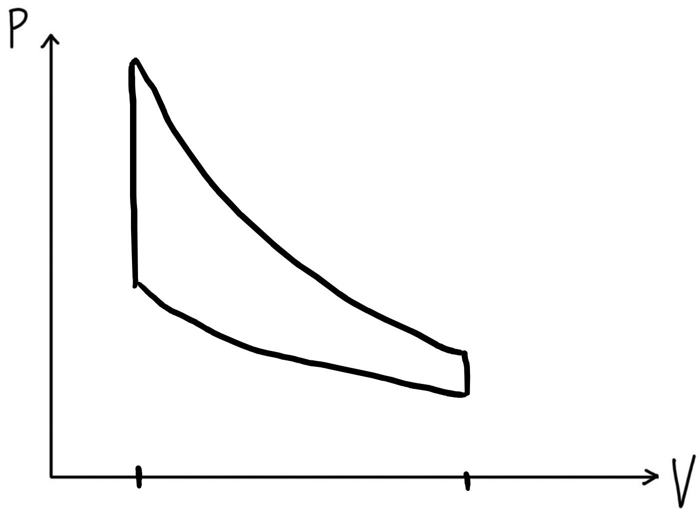
Step 2: calculate efficiency $e = \frac{W}{Q_{in}}$

$$W = nC_v(T_c - T_D + T_A - T_B)$$

$$Q = nC_v(T_c - T_B)$$

$$\frac{W}{Q} = \frac{T_c - T_D + T_A - T_B}{T_c - T_B} \xrightarrow[\text{for temperatures}]{\text{plug in results}} e = 1 - \frac{1}{r^{\gamma - 1}}$$

OTTO CYCLE: efficiency is $e = 1 - \frac{1}{r^{\gamma-1}}$

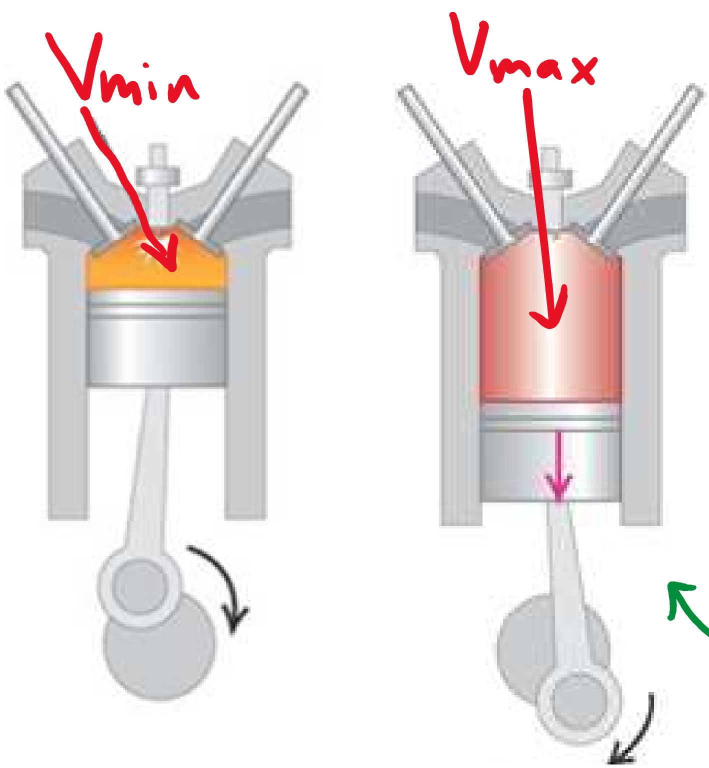


Higher efficiency for larger compression ratio.

BUT: gasoline will spontaneously ignite if r too large

"engine knocking"

High octane fuel: higher ignition temp., so less knocking



real engines: $r = 8 - 10$

DIESEL ENGINE: larger compression ratio

- inject fuel when T very high, ignites spontaneously
- more efficient.