| Name: <br> Enrolment No: |  |  |  |
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| UNIVERSITY OF PETROLEUM AND ENERGY STUDIES End term Examination, May/June 2021 |  |  |  |
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| SECTION A |  |  |  |
| S. No. |  | Marks | CO |
| Q 1 | Define the terms: process, cycle, intensive and extensive properties. | 5 | CO1 |
| Q 2 | State the Perpetual Motion Machine of first and second kind and explain why it is not possible to make such kind of machine. | 5 | CO1 |
| Q 3 | Enlist the all five basic types of pdv-work with the equation. | 5 | CO1 |
| Q4 | Derive an expression of Air standard efficiency of Otto cycle with neat sketch on PV and T-S diagram. | 5 | CO2 |
| Q5 | State (a) Carnot theorem, (b) Kelvin-Planck statement and (c) Clausius statement | 5 | CO2 |
| Q6 | Enlist four different types of temperature measurement system briefly. | 5 | CO2 |
| SECTION B |  |  |  |
| Q 5 | Show the triple point and critical point of water on (a) pressure-volume diagram with constant temperature line (b) enthalpy-entropy diagram with constant volume and pressure line and (c) volume-heat diagrams at atmospheric pressure. <br> OR <br> Ten grams of water at $20^{\circ} \mathrm{C}$ is converted into ice at $-10^{\circ} \mathrm{C}$ at constant atmospheric pressure. Assuming the specific heat of liquid water to remain constant at $4.2 \mathrm{~J} / \mathrm{gK}$ and that of ice to be half of this value, and taking the latent heat of fusion of ice at $0^{\circ} \mathrm{C}$ to be $335 \mathrm{~J} / \mathrm{g}$, calculate the total heat removed. | 10 | CO 3 |
| Q 6 | A fluid system undergoes a non-flow frictionless process following the pressure volume relation as follows. $\mathrm{P}=\frac{5}{\mathrm{~V}}+1.5$ <br> Where $P$ is pressure in bar and $V$ is the volume in $\mathrm{m}^{3}$. Determine the final volume and pressure of the system. During the process the volume changes from $0.15 \mathrm{~m}^{3}$ to | 10 | $\mathrm{CO4}$ |


|  | $0.05 \mathrm{~m}^{3}$ and the system rejects 45 KJ of heat to surroundings. Determine: (a) change in internal energy and (b) change in enthalpy. |  |  |
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| Q7 | A gas expands from $0.2 \mathrm{~m}^{3}$ to $0.4 \mathrm{~m}^{3}$ isobarically at 50 bar and followed by polytropic expansion process $\mathrm{n}=1.3$ to a volume $0.8 \mathrm{~m}^{3}$. After that at constant volume cools down to a lower pressure. Plot the process on PV diagram and find the total work done. | 10 | CO3 |
| Q8 | A reversible engine operates between temperatures $\mathrm{T}_{1}$ and $\mathrm{T}\left(\mathrm{T}_{1}>\mathrm{T}\right)$. A second reversible engine at the same temperature " T " receives the energy rejected from this engine. The second engine rejects energy at temperature $T_{2}\left(T_{2}<T\right)$. Show that temperature T is the arithmetic mean of temperatures $\mathrm{T}_{1}$ and $\mathrm{T}_{2}$ if the engines produce the same amount of work output. <br> OR <br> It is given that temperature of the source and sink are equal to $T_{h}$ and $T_{L}$. If the source and sink are finite i.e. as the heat engine operates the temperature of source fall and temperature of sink rises to an equilibrium temperature $\mathrm{T}_{\mathrm{f}}$. By the entropy principle prove that the $\mathrm{T}_{\mathrm{f}}$ is an geometric mean of $\mathrm{T}_{\mathrm{H}}$ and $\mathrm{T}_{\mathrm{L}}$. | 10 | CO 2 |
| Q9 | Show the triple point and critical point of water on (a) pressure-volume diagram with constant temperature line (b) enthalpy-entropy diagram with constant volume and pressure line and (c) volume-heat diagrams at atmospheric pressure. | 10 | CO2 |
| SECTION-C |  |  |  |
| Q 10 | A single cylinder engine with 0.25 liter swept volume and Compression Ratio $=10$, operates on a 4 -stroke cycle. It is connected to a dynamometer, which gives a brake output torque reading of $15 \mathrm{~N}-\mathrm{m}$ at 6000 rpm . The Air/Fuel=13, and mechanical efficiency of the engine is $98 \%$. At the start of compression, the cylinder gas pressure is 100 kPa , and temperature is $40^{\circ} \mathrm{C}$. . Calculate (1) air consumption rate $(\mathrm{kg} / \mathrm{h})$; (2) fuel consumption rate ( $\mathrm{kg} / \mathrm{h}$ ); (3) brake thermal efficiency; (Ideal gas constant, $\mathrm{R}=0.287 \mathrm{~kJ} / \mathrm{kg}-\mathrm{K}$, fuel calorific value $\left(\mathrm{Q}_{\mathrm{LHV}}\right)=43000 \mathrm{~kJ} / \mathrm{kg}$ ) | 20 | CO4 |

