

MECHANICAL ENGINEERING

PAPER—II

Time Allowed : Three Hours

Maximum Marks : 200

QUESTION PAPER SPECIFIC INSTRUCTIONS

**Please read each of the following instructions carefully
before attempting questions**

There are EIGHT questions in all, out of which FIVE are to be attempted.

Question Nos. 1 and 5 are compulsory. Out of the remaining SIX questions, THREE are to be attempted selecting at least ONE question from each of the two Sections A and B.

All questions carry equal marks. The number of marks carried by a question/part is indicated against it.

Unless otherwise mentioned, symbols and notations have their usual standard meanings.

Assume suitable data, if necessary and indicate the same clearly.

Neat sketches may be drawn, wherever required.

Attempts of questions shall be counted in sequential order. Unless struck off, attempt of a question shall be counted even if attempted partly. Any page or portion of the page left blank in the Question-cum-Answer Booklet must be clearly struck off.

Answers must be written in ENGLISH only.

Newton may be converted to kgf using the equality 1 kilonewton (1 kN) = 100 kgf, if found necessary.

All answers should be in SI units.

Take : 1 kcal = 4.187 kJ and $1 \text{ kg/cm}^2 = 0.98 \text{ bar}$

$1 \text{ bar} = 10^5 \text{ pascals}$

Universal gas constant = 8314.6 J/kmol-K

Psychrometric chart is enclosed.

SECTION—A

1. (a) What is the reversible adiabatic work for a steady flow system when KE and PE changes are negligible? How is it different from a closed stationary system? 8
- (b) Explain various methods to increase the power output of the IC engines with same volumetric capacity. 8
- (c) The inner and outer surfaces of a spherical container are maintained at temperatures of $T_1 = 200^\circ\text{C}$ and $T_2 = 80^\circ\text{C}$, respectively. The container is having the following dimensions :
 Inner radius = 8 cm, outer radius = 10 cm
 The thermal conductivity of the container material is 45 W/m-K. Obtain a general relation for the temperature distribution inside the container under steady conditions and also, determine the rate of heat loss from the container. 8
- (d) A Carnot refrigerator has working temperatures of -30°C and 35°C . If it operates with R12 as a working substance, calculate the work of isentropic compression and that of isentropic expansion. Also, calculate the refrigerating effect, heat rejected per kg of the refrigerant and COP of the cycle. 8

Thermodynamic properties of R12

Saturation Temp. t ($^\circ\text{C}$)	Saturation Pressure p (bar)	Saturated Liquid and Vapour						Vapour Superheated			
		v_f (kJ/kg)	v_g (m^3/kg)	h_f (kJ/kg)	h_g (kJ/kg)	s_f (kJ/kg-K)	s_g (kJ/kg-K)	By 20°C		By 40°C	
								h (kJ/kg)	s (kJ/kg-K)	h (kJ/kg)	s (kJ/kg-K)
-40	0.6417	0.66	0.2421	0	169.0	0	0.7274	180.8	0.7737	192.4	0.8178
-35	0.8069	0.67	0.1950	4.4	171.9	0.0187	0.7220	183.3	0.7681	195.1	0.8120
-30	1.0038	0.67	0.1595	8.9	174.2	0.0371	0.7171	185.8	0.7631	197.8	0.8068
-25	1.2368	0.68	0.1313	13.3	176.5	0.0552	0.7127	188.3	0.7586	200.4	0.8021
-20	1.5089	0.69	0.1089	17.8	178.7	0.0731	0.7088	190.8	0.7546	203.1	0.7979
-15	1.8256	0.69	0.0911	22.3	181.0	0.0906	0.7052	193.2	0.7510	205.7	0.7942
-10	2.1912	0.70	0.0767	26.9	183.2	0.1080	0.7020	195.7	0.7477	208.3	0.7909
-5	2.610	0.71	0.0650	31.4	185.4	0.1251	0.6991	198.1	0.7449	210.9	0.7879
0	3.086	0.72	0.0554	36.1	187.5	0.1420	0.6966	200.5	0.7423	213.5	0.7853
5	3.626	0.72	0.0475	40.7	189.7	0.1587	0.6942	202.9	0.7401	216.1	0.7830
10	4.233	0.73	0.0409	45.4	191.7	0.1752	0.6921	205.2	0.7381	218.6	0.7810
15	4.914	0.74	0.0354	50.1	193.8	0.1915	0.6902	207.5	0.7363	221.2	0.7792
20	5.673	0.75	0.0308	54.9	195.8	0.2078	0.6885	209.8	0.7348	223.7	0.7777
25	6.516	0.76	0.0269	59.7	197.7	0.2239	0.6869	212.1	0.7334	226.1	0.7763
30	7.450	0.77	0.0235	64.6	199.6	0.2399	0.6854	214.3	0.7321	228.6	0.7751
35	8.477	0.79	0.0206	69.5	201.5	0.2559	0.6839	216.4	0.7310	231.0	0.7741
40	9.607	0.80	0.0182	74.6	203.2	0.2718	0.6825	218.5	0.7300	233.4	0.7732
45	10.843	0.81	0.0160	79.7	204.9	0.2877	0.6812	220.6	0.7291	235.7	0.7724
50	12.193	0.83	0.0142	84.9	206.5	0.3037	0.6797	222.6	0.7282	238.0	0.7718
60	15.259	0.86	0.0111	95.7	209.3	0.3358	0.6777	226.4	0.7265	242.4	0.7706
70	18.859	0.90	0.0087	107.1	211.5	0.3686	0.6738	230.2	0.7240	246.2	0.7650

(e) Explain the phenomena of surge and choking in centrifugal compressors.

8

2. (a) Air at 10 °C and 80 kPa enters the diffuser of a jet engine steadily with a velocity of 200 m/s. The inlet area of the diffuser is 0.4 m². The air leaves the diffuser with a velocity that is very small compared with the inlet velocity. Determine—

- (i) the mass flow rate of the air;
- (ii) the temperature of the air leaving the diffuser.

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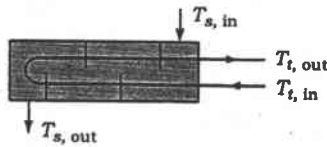
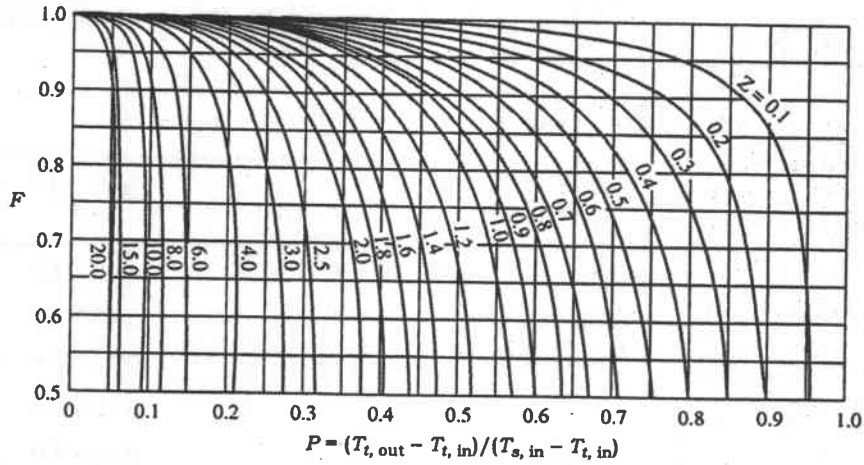
Ideal gas properties of air at 1 atm pressure

Temp. T, °C	Density ρ, kg/m ³	Specific Heat C _p , J/kg-K	Thermal Conductivity k, W/m-K	Thermal Diffusivity α, m ² /s	Dynamic Viscosity μ, kg/m-s	Kinematic Viscosity ν, m ² /s	Prandtl Number Pr
-150	2.866	983	0.01171	4.158×10 ⁻⁶	8.636×10 ⁻⁶	3.013×10 ⁻⁶	0.7246
-100	2.038	966	0.01582	8.036×10 ⁻⁶	1.189×10 ⁻⁵	5.837×10 ⁻⁶	0.7263
-50	1.582	999	0.01979	1.252×10 ⁻⁵	1.474×10 ⁻⁵	9.319×10 ⁻⁶	0.7440
-40	1.514	1002	0.02057	1.356×10 ⁻⁵	1.527×10 ⁻⁵	1.008×10 ⁻⁵	0.7436
-30	1.451	1004	0.02134	1.465×10 ⁻⁵	1.579×10 ⁻⁵	1.087×10 ⁻⁵	0.7425
-20	1.394	1005	0.02211	1.578×10 ⁻⁵	1.630×10 ⁻⁵	1.169×10 ⁻⁵	0.7408
-10	1.341	1006	0.02288	1.696×10 ⁻⁵	1.680×10 ⁻⁵	1.252×10 ⁻⁵	0.7387
0	1.292	1006	0.02364	1.818×10 ⁻⁵	1.729×10 ⁻⁵	1.338×10 ⁻⁵	0.7362
5	1.269	1006	0.02401	1.880×10 ⁻⁵	1.754×10 ⁻⁵	1.382×10 ⁻⁵	0.7350
10	1.246	1006	0.02439	1.944×10 ⁻⁵	1.778×10 ⁻⁵	1.426×10 ⁻⁵	0.7336
15	1.225	1007	0.02476	2.009×10 ⁻⁵	1.802×10 ⁻⁵	1.470×10 ⁻⁵	0.7323
20	1.204	1007	0.02514	2.074×10 ⁻⁵	1.825×10 ⁻⁵	1.516×10 ⁻⁵	0.7309
25	1.184	1007	0.02551	2.141×10 ⁻⁵	1.849×10 ⁻⁵	1.562×10 ⁻⁵	0.7296
30	1.164	1007	0.02588	2.208×10 ⁻⁵	1.872×10 ⁻⁵	1.608×10 ⁻⁵	0.7282
35	1.145	1007	0.02625	2.277×10 ⁻⁵	1.895×10 ⁻⁵	1.655×10 ⁻⁵	0.7268
40	1.127	1007	0.02662	2.346×10 ⁻⁵	1.918×10 ⁻⁵	1.702×10 ⁻⁵	0.7255
45	1.109	1007	0.02699	2.416×10 ⁻⁵	1.941×10 ⁻⁵	1.750×10 ⁻⁵	0.7241
50	1.092	1007	0.02735	2.487×10 ⁻⁵	1.963×10 ⁻⁵	1.798×10 ⁻⁵	0.7228
60	1.059	1007	0.02808	2.632×10 ⁻⁵	2.008×10 ⁻⁵	1.896×10 ⁻⁵	0.7202
70	1.028	1007	0.02881	2.780×10 ⁻⁵	2.052×10 ⁻⁵	1.995×10 ⁻⁵	0.7177
80	0.9994	1008	0.02953	2.931×10 ⁻⁵	2.096×10 ⁻⁵	2.097×10 ⁻⁵	0.7154
90	0.9718	1008	0.03024	3.086×10 ⁻⁵	2.139×10 ⁻⁵	2.201×10 ⁻⁵	0.7132
100	0.9458	1009	0.03095	3.243×10 ⁻⁵	2.181×10 ⁻⁵	2.306×10 ⁻⁵	0.7111
120	0.8977	1011	0.03235	3.565×10 ⁻⁵	2.264×10 ⁻⁵	2.522×10 ⁻⁵	0.7073
140	0.8542	1013	0.03374	3.898×10 ⁻⁵	2.345×10 ⁻⁵	2.745×10 ⁻⁵	0.7041
160	0.8148	1016	0.03511	4.241×10 ⁻⁵	2.420×10 ⁻⁵	2.975×10 ⁻⁵	0.7014
180	0.7788	1019	0.03646	4.593×10 ⁻⁵	2.504×10 ⁻⁵	3.212×10 ⁻⁵	0.6992
200	0.7459	1023	0.03779	4.954×10 ⁻⁵	2.577×10 ⁻⁵	3.455×10 ⁻⁵	0.6974
250	0.6746	1033	0.04104	5.890×10 ⁻⁵	2.760×10 ⁻⁵	4.091×10 ⁻⁵	0.6946
300	0.6158	1044	0.04418	6.871×10 ⁻⁵	2.934×10 ⁻⁵	4.765×10 ⁻⁵	0.6935
350	0.5664	1056	0.04721	7.892×10 ⁻⁵	3.101×10 ⁻⁵	5.475×10 ⁻⁵	0.6937
400	0.5243	1069	0.05015	8.951×10 ⁻⁵	3.261×10 ⁻⁵	6.219×10 ⁻⁵	0.6948
450	0.4880	1081	0.05298	1.004×10 ⁻⁴	3.415×10 ⁻⁵	6.997×10 ⁻⁵	0.6965
500	0.4565	1093	0.05572	1.117×10 ⁻⁴	3.563×10 ⁻⁵	7.806×10 ⁻⁵	0.6986
600	0.4042	1115	0.06093	1.352×10 ⁻⁴	3.846×10 ⁻⁵	9.515×10 ⁻⁵	0.7037
700	0.3627	1135	0.06581	1.598×10 ⁻⁴	4.111×10 ⁻⁵	1.133×10 ⁻⁴	0.7092

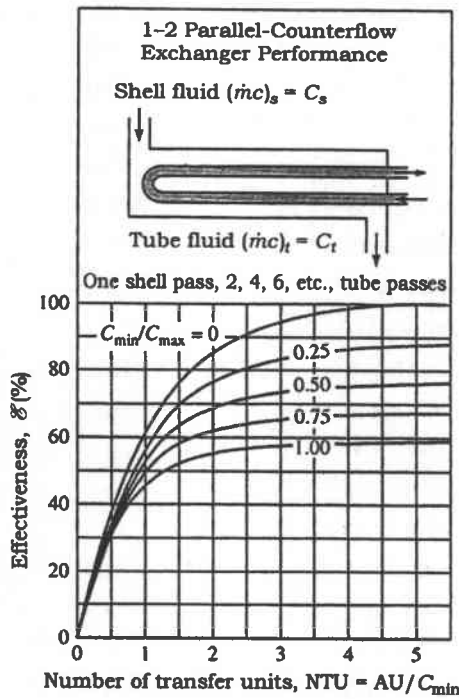
800	0.3289	1153	0.07037	1.855×10^{-4}	4.362×10^{-5}	1.326×10^{-4}	0.7149
900	0.3008	1169	0.07465	2.122×10^{-4}	4.600×10^{-5}	1.529×10^{-4}	0.7206
1000	0.2772	1184	0.07868	2.398×10^{-4}	4.826×10^{-5}	1.741×10^{-4}	0.7260
1500	0.1990	1234	0.09599	3.908×10^{-4}	5.817×10^{-5}	2.922×10^{-4}	0.7478
2000	0.1553	1264	0.11113	5.664×10^{-4}	6.630×10^{-5}	4.270×10^{-4}	0.7539

- (b) Why is the slope of the sublimation curve at the triple point on the p - T diagram greater than that of the vaporization curve at the same point? 10
- (c) The fuel consumption of an SI engine is 0.5 kg of fuel per minute. The air-fuel ratio is 10. The air is supplied at 1 bar and 27 °C. The specific gravity of the fuel is 0.75. If the flow velocity of the choke is 100 m/s, velocity coefficient is 0.8 and the pressure drop across the fuel metering orifice is 0.80 to that of the choke, calculate the diameter of the orifice. Assume the orifice coefficient of discharge as 0.6. 15
3. (a) An 80 kW CI engine consumes 0.3 kg of fuel per minute consisting of 14% hydrogen and rest carbon. The calorific value of the fuel is 45.1 MJ/kg. The engine jacket cooling water is also passed through the exhaust calorimeter before discharge with the following observations. (i) Calculate the actual amount of the air supplied, (ii) find the mass of the exhaust gases discharged and (iii) draw the heat balance table of the engine :
- (1) Amount of the water supplied per hr = 1000 kg
 - (2) Temperature of the water entering the engine jacket = 20 °C
 - (3) Temperature of the water leaving the engine jacket = 60 °C
 - (4) Temperature of the water leaving the exhaust calorimeter = 90 °C
 - (5) Temperature of the exhaust gases leaving the calorimeter = 150 °C
 - (6) Temperature of the exhaust gases leaving the engine = 400 °C
- Assume the specific heat of the exhaust gases as 1.05 kJ/kg-K. Assume testing at full load. 15
- (b) What are the problems associated with cold weather operation of CI engines? Also, write in brief about their remedial measures. 15
- (c) Calculate the decrease in available energy when 30 kg of water at 98 °C is mixed with 40 kg of water at 38 °C, the pressure being taken as constant and the temperature of the surroundings being 18 °C. (C_p of water = 4.2 kJ/kg-K) 10
4. (a) From a performance test on a well-baffled single-shell, two-tube-pass heat exchanger, the following data are available :
- Oil ($C_p = 2100$ J/kg-K) in turbulent flow inside the tubes entered at 340 K at the rate of 1 kg/s and left at 310 K; water flowing on the shell side entered at 290 K and left at 300 K
- A change in service conditions requires the cooling of a similar oil from an initial temperature of 370 K but at three-fourths of the flow rate used in the

performance test. Estimate the outlet temperature of the oil for the same water flow rate and inlet temperature as before.



Correction factor to counterflow LMTD for heat exchanger with one shell pass and two tube passes



Heat exchanger effectiveness for shell and tube heat exchanger with one well-baffled shell pass and two tube passes