



*Rewarding Learning*

**ADVANCED SUBSIDIARY (AS)  
General Certificate of Education  
2013**

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## **Mathematics**

Assessment Unit M1

*assessing*

Module M1: Mechanics 1

[AMM11]

**MONDAY 13 MAY, AFTERNOON**

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# **MARK SCHEME**

# GCE Advanced/Advanced Subsidiary (AS) Mathematics

## Introduction

The mark scheme normally provides the most popular solution to each question. Other solutions given by candidates are evaluated and credit given as appropriate; these alternative methods are not usually illustrated in the published mark scheme.

The marks awarded for each question are shown in the right-hand column and they are prefixed by the letters **M**, **W** and **MW** as appropriate. The key to the mark scheme is given below:

**M** indicates marks for correct method.

**W** indicates marks for accurate working, whether in calculation, readings from tables, graphs or answers.

**MA** indicates marks for combined method and accurate working.

The solution to a question gains marks for correct method and marks for an accurate working based on this method. Where the method is not correct no marks can be given.

A later part of a question may require a candidate to use an answer obtained from an earlier part of the same question. A candidate who gets the wrong answer to the earlier part and goes on to the later part is naturally unaware that the wrong data is being used and is actually undertaking the solution of a parallel problem from the point at which the error occurred. If such a candidate continues to apply correct method, then the candidate's individual working must be followed through from the error. If no further errors are made, then the candidate is penalised only for the initial error. Solutions containing two or more working or transcription errors are treated in the same way. This process is usually referred to as "follow-through marking" and allows a candidate to gain credit for that part of a solution which follows a working or transcription error.

### Positive marking:

It is our intention to reward candidates for any demonstration of relevant knowledge, skills or understanding. For this reason we adopt a policy of **following through** their answers, that is, having penalised a candidate for an error, we mark the succeeding parts of the question using the candidate's value or answers and award marks accordingly.

Some common examples of this occur in the following cases:

- (a) a numerical error in one entry in a table of values might lead to several answers being incorrect, but these might not be essentially separate errors;
- (b) readings taken from candidates' inaccurate graphs may not agree with the answers expected but might be consistent with the graphs drawn.

When the candidate misreads a question in such a way as to make the question easier only a proportion of the marks will be available (based on the professional judgement of the examining team).

1  $R(\rightarrow): P \cos 20^\circ = 10 \cos 60^\circ$

M1M1W1

$$P = \frac{5}{\cos 20^\circ} = 5.3208\dots$$

W1

$R(\uparrow): Q = P \cos 70^\circ + 10 \cos 30^\circ$

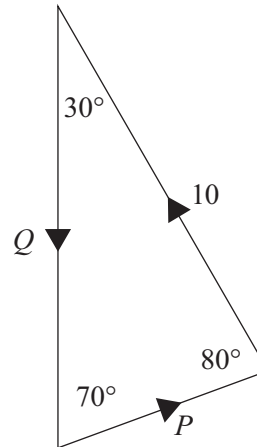
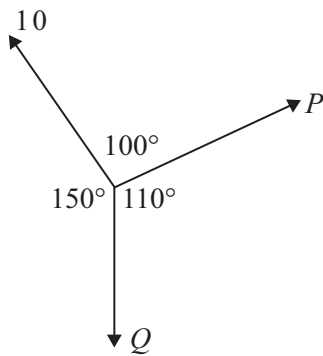
M1

$$Q = 10.480\dots$$

W1

$P = 5.32$  (3 s.f.),  $Q = 10.5$  (3 s.f.)

Alternative solution



Using Lami's Theorem:

$$\frac{10}{\sin 70^\circ} = \frac{P}{\sin 30^\circ} = \frac{Q}{\sin 80^\circ}$$

M1W1

$$P = \frac{10 \sin 30^\circ}{\sin 70^\circ}$$

M1

$P = 5.32$  (3 s.f.)

W1

$$Q = \frac{10 \sin 80^\circ}{\sin 70^\circ}$$

M1

$Q = 10.5$  (3 s.f.)

W1

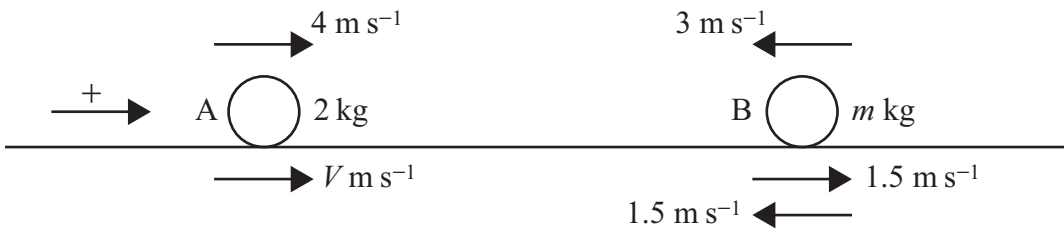
AVAILABLE  
MARKS

6

		AVAILABLE MARKS
2	<p>(i) Using <math>s = ut + \frac{1}{2}at^2</math></p> $0 = u(3) + \frac{1}{2}(-9.8)(3)^2$ $u = 14.7$	M1 MW1W1 W1
	<p>(ii) Using <math>v^2 = u^2 + 2as</math></p> $0 = (14.7)^2 + 2(-9.8)s$ $s = 11.025 \text{ m} \rightarrow 11.0 \text{ m (3 s.f.)}$	M1 MW1W1 W1
3	<p>(i) Let <math>T</math> be the tension in the lift cable Using <math>F = ma</math> gives: <math>800g - T = 800 \times 0.9</math> <math>T = 7120 \text{ N}</math></p>	M1 W2 W1
	<p>(ii) Let <math>P</math> = maximum number of passengers in the lift. Using <math>F = ma</math> gives <math>15000 - (800 + 80P)g = (800 + 80P) \times 0.9</math> <math>15000 = (800 + 80P) \times 10.7</math> <math>P = 7.5... \rightarrow 7</math></p>	M1 MW1W3 MW1
	<p>(iii) Any <b>two</b> assumptions from: The lift cable is light. The lift cable is inextensible. The lift and any passengers are particles.</p>	MW2
		8
		12

4 (i)	$v = 2t^2 - 15t + 18$ $v = (2t - 3)(t - 6)$ $v = 0$ when $t = 1\frac{1}{2}$ or $t = 6$	M1 MW2	<table border="1" style="width: 100%; height: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: black; color: white;"> <th style="padding: 5px;">AVAILABLE MARKS</th> </tr> </thead> <tbody> <tr> <td style="text-align: center; vertical-align: middle; height: 300px;">12</td> </tr> </tbody> </table>	AVAILABLE MARKS	12
AVAILABLE MARKS					
12					
(ii)	$s = \int v \, dt$ $s = \frac{2}{3}t^3 - \frac{15}{2}t^2 + 18t + k$	M1 W2			
	When $t = 0, s = 0$ (given). So, $k = 0$				
	$s = \frac{2}{3}t^3 - \frac{15}{2}t^2 + 18t$	MW1			
(iii)	$s(1) = \frac{2}{3}(1)^3 - \frac{15}{2}(1)^2 + 18(1) = 11\frac{1}{6} \text{ m}$	MW1			
	$s(1.5) = \frac{2}{3}(1.5)^3 - \frac{15}{2}(1.5)^2 + 18(1.5) = 12\frac{3}{8} \text{ m}$	MW1			
	$s(6) = \frac{2}{3}(6)^3 - \frac{15}{2}(6)^2 + 18(6) = -18 \text{ m}$	MW1			
	Distance travelled in the time interval $1 \leq t \leq 6$				
	$= \frac{99}{8} + 18 + \frac{99}{8} - \frac{67}{6}$ $= 31\frac{7}{12} \text{ m} = 31.6 \text{ m (3 s.f.)}$	M1 W1			

5



- (i) Let the velocity of A after the collision be  $V \text{ m s}^{-1}$

$$\text{Impulse of B on A} = mv - mu \quad \text{M1M1}$$

$$\text{Impulse} = 2(V - 4) = -18 \quad \text{W1}$$

$$V = -5 \text{ m s}^{-1} \quad \text{W1}$$

- (ii) Impulse of A on B = 18 Ns M1

$$18 = m(\pm 1.5 + 3) \quad \text{MW2}$$

$$m = 12 \quad \text{or} \quad 4 \quad \text{W2}$$

Alternative solution

Since linear momentum is conserved,

$$2(4) + m(-3) = 2(-5) + m(\pm 1.5) \quad \text{M1W1}$$

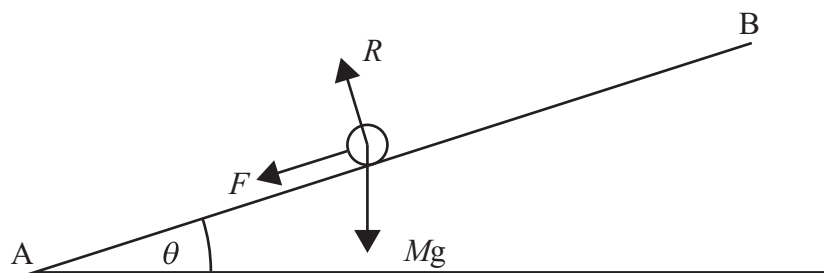
$$18 = 4.5m \quad \text{or} \quad 18 = 1.5m \quad \text{M1}$$

$$m = 4 \quad \text{or} \quad m = 12 \quad \text{W2}$$

AVAILABLE  
MARKS

9

6 (i)



MW2

(ii)  $R(\perp AB): R = Mg \cos \theta$

M1W1

Friction is limiting:  $F = \mu R$

M1

If  $a \text{ ms}^{-2}$  is the acceleration of the particle, then,  
using Newton's second law of motion

$$Ma = -Mg \sin \theta - F$$

M1W1

$$Ma = -Mg \sin \theta - \mu Mg \cos \theta$$

W2

$$a = -\frac{g}{5}(3 + 4\mu)$$

$$a = -6 - 8\mu$$

W1

(iii) Using  $v = u + at$  gives  $0 = U - (6 + 8\mu)T$

M1W1

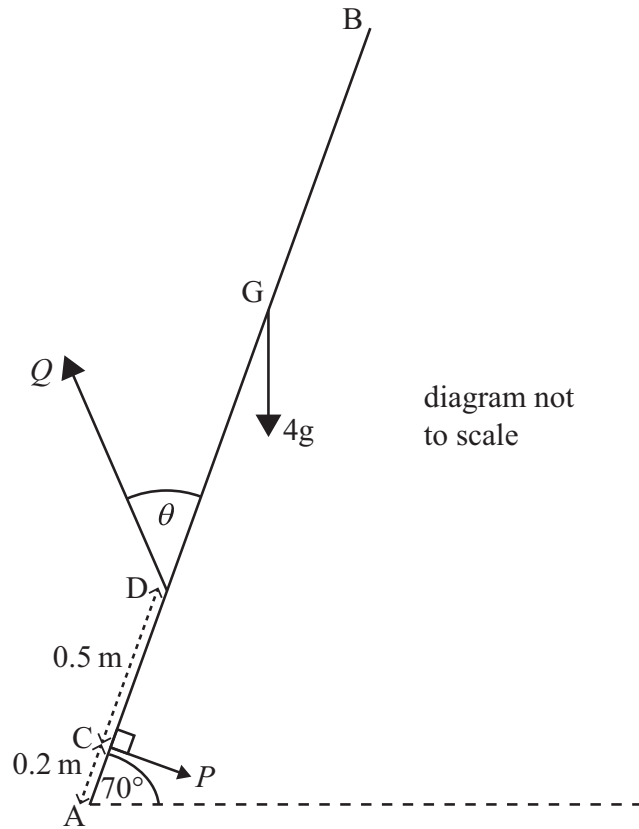
$$U = (6 + 8\mu)T$$

W1

AVAILABLE  
MARKS

13

7 (i)



MW2

(ii)  $DG = 2.5 - 0.2 - 0.5 = 1.8 \text{ m}$   
 $M(D): P(0.5) = 4g (1.8 \sin 20^\circ)$   
 $P = 48.266 \rightarrow 48.3 \text{ (3 s.f.)}$

MW1  
M1M1W1  
W1

(iii) R(AB):  $Q \cos \theta = 4g \cos 20^\circ$   
 $Q \cos \theta = 36.835\dots$

M1  
W1

R( $\perp$  AB):  $Q \sin \theta = P + 4g \cos 70^\circ$   
 $Q \sin \theta = 61.673$

M1  
W1

$Q = \sqrt{(36.835^2 + 61.673^2)}$   
 $Q = 71.8 \text{ (3 s.f.)}$

M1  
W1

$\tan \theta = \frac{61.673}{36.835}$

M1

$\theta = 59.2^\circ \text{ (3 s.f.)}$

W1

AVAILABLE MARKS



