# FRICTION

# 1. CONTACT FORCE

When two bodies are kept in contact, electromagnetic forces act between the charged particles (molecules) at the surfaces of the bodies. Thus, each body exerts a contact force on the other. The magnitudes of the contact forces acting on the two bodies are equal but their directions are opposite and therefore the contact forces obey Newton's third law.



The direction of the contact force acting on a particular body is not necessarily perpendicular to the contact surface. We can resolve this contact force into two components, one perpendicular to the contact surface and the other parallel to it. In the figure the perpendicular component to the contact surface is called the normal contact force or normal force (generally written as N) and the parallel component is called friction (generally written as f).

Therefore if R is contact force then

$$\mathsf{R} = \sqrt{f^2 + N^2}$$

# 2. REASONS FOR FRICTION

- (i) Inter-locking of extended parts of one object into the extended parts of the other object.
- (ii) Bonding between the molecules of the two surfaces or objects in contact.





# Interlocking

# 3. FRICTION FORCE IS OF TWO TYPES.

a. Kinetic b. Static

#### (a) Kinetic Friction Force

Kinetic friction exists between two contact surfaces only when there is **relative motion** between the two contact surfaces. It stops acting when relative motion between two surfaces ceases.

#### DIRECTION OF KINECTIC FRICTION ON AN OBJECT

It is opposite to the relative velocity of the object considered with respect to the other object in contact.

Note that its direction is not opposite to the force applied it is opposite to the relative motion of the body considered which is in contact with the other surface.

#### MAGNITUDE OF KINETIC FRICTION

The magnitude of the kinetic friction is proportional to the normal force acting between the two bodies. We can write

 $f_k = \mu_k N$ 

where N is the normal force. The proportionality constant  $\mu_k$  is called the coefficient of kinetic friction and its value depends on the nature of the two surfaces in contact.





For example consider a bed inside a room ; when we gently push the bed with a finger, the bed does not move. This means that the bed has a tendency to move in the direction of applied force but does not move as there exists static friction force acting in the opposite direction of the applied force.



### Direction of static friction force :

The static friction force on an object is opposite to its impending motion relative to the surface. Following steps should be followed in determining the direction of static friction force on an object.

- (i) Draw the free body diagram with respect to the other object on which it is kept.
- (ii) Include pseudo force also if contact surface is accelerating.
- (iii) Decide the resultant force and the component parallel to the surface of this resultant force.
- (iv) The direction of static friction is opposite to the above component of resultant force.

# Note : Here once again the static friction is involved when there is no relative motion between two surfaces.

# -Solved Examples-

 $f_{s} = 25 N$ 

**Example 9.** In the following figure an object of mass M is kept on a rough table as seen from above. Forces are applied on it as shown. Find the direction of static friction if the object does not move.



Solution :

In the above problem we first draw the free body diagram to find the resultant force.



As the object doesnot move this is not a case of limiting friction. The direction of static friction is opposite to the direction of the resultant force  $F_R$  as shown in figure by  $f_s$ . Its magnitude is equal to 25 N.

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# 4. MAGNITUDE OF KINETIC AND STATIC FRICTION

# Kinetic friction :

The magnitude of the kinetic friction is proportional to the normal force acting between the two bodies. We can write

 $f_{k}=\mu_{k}\;N$ 

where N is the normal force. The proportionality constant  $\mu_k$  is called the coefficient of kinetic friction and its value depends on the nature of the two surfaces in contact. If the surfaces are smooth  $\mu_k$  will be small, if the surfaces are rough  $\mu_k$  will be large. It also depends on the materials of the two bodies in contact.

#### Static friction :

The magnitude of static friction is equal and opposite to the external force exerted, till the object at which force is exerted is at rest. This means it is a variable and self adjusting force. However it has a maximum value called limiting friction.

#### f<sub>max</sub> = μ<sub>s</sub>N

The actual force of static friction may be smaller than  $\mu_s N$  and its value depends on other forces acting on the body. The magnitude of frictional force is equal to that required to keep the body at relative rest.

#### $0,\,f_{\text{s}}\,,~f_{\text{smax}}$

Here  $\mu_s$  and  $\mu_k$  are proportionality constants.  $\mu_s$  is called coefficient of static friction and  $\mu_k$  is called coefficient of kinetic friction. They are dimensionless quantities independent of shape and area of contact . It is a property of the two contact surfaces.

**NOTE :-**  $\mu_s > \mu_k$  for a given pair of surfaces. If not mentioned then  $\mu_s = \mu_k$  can be taken. Value of  $\mu$  can be from 0 to  $\infty$ .



Following table gives a rough estimate of the values of coefficient of static friction between certain pairs of materials. The actual value depends on the degree of smoothness and other environmental factors. For example, wood may be prepared at various degrees of smoothness and the friction coefficient will vary.

Material	μ <sub>s</sub>	Material	μ <sub>s</sub>
Steel and steel	0.58	Copper and copper	1.60
Steel and brass	0.35	Teflon and teflon	0.04
Glass and glass	1.00	Rubber tyre on dry concrete road	1.0
Wood and wood	0.35		
Wood and metal	0.40	Rubber tyre on wet concrete road	0.7

(c) Rolling Friction : When a body (say wheel) rolls on a surface the resistance offered by the surface is called rolling friction.

Rolling friction forces arise as, for example, a rubber tyre rolls on pavement, primarily because the tyre deforms as the wheel rolls. The sliding of molecules against each other within the rubber causes energy to be lost.

The velocity of the point of contact with respect to the surface remains zero.

The rolling friction is negligible in comparison to static or kinetic friction which may be present simultaneously i.e.,  $\mu_R < \mu_K < \mu_S$ 

#### ANGLE OF FRICTION

The angle of friction is the angle which the resultant of limiting friction FS and normal reaction N makes with the normal reaction. It is represented by  $\lambda$ , Thus from the figure.



For smooth surfaces,  $\lambda = 0$  (zero)

# ANGLE OF REPOSE (θ)

If a body is placed on an inclined plane and if its angle of inclination is gradually increased, then at some angle of inclination  $\theta$  the body will just begin to slide down this angle is called angle of repose ( $\theta$ ).



So, or

 $\mu = tan\theta$ Relation between angle of friction ( $\lambda$ ) and angle of repose ( $\theta$ ) We know that  $\tan \lambda = \mu$  and  $\mu = \tan \theta$ hence  $\tan \lambda = \tan \theta$  or  $\theta = \lambda$ Thus, angle of repose = angle of friction

**Example 10.** Find acceleration of block. Initially the block is at rest.

Solution : zero

Example 11. Find out acceleration of the block. Initially the block is at rest. 40 N

Solution :

$$\mu = 0.5$$
  
N + 24 - 100 = 0 for vertical direction  
∴ N = 76 N  
40 sin 37° = 24  
$$\mu = 0.5$$
  
Now 0 ≤ fs = 24  
$$\mu = 0.5$$
  
40 cos 37° = 32  
$$\mu = 0$$
  
Now 0 ≤ fs ≤ µs N  
0 ≤ fs ≤ 76 × 0.5  
0 ≤ fs ≤ 38 N  
∴ 32 < 38 Hence f = 32

acceleration of block is zero.

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Example 12. Find out acceleration of the block for different ranges of F.

Solution : 
$$0 \le f \le \mu \le N$$
  $\Rightarrow 0 \le f \le \mu \le mg$   
 $a = 0$  if  $F \le \mu \le mg$   $\Rightarrow a = \frac{F - \mu Mg}{M}$  if  $F > \mu Mg$   
Example 13. Find out acceleration of the block. Initially the block is at rest.  
 $10 \text{ kg} \Rightarrow 51N$   
 $\mu_{\$} = 0.5$   
 $\mu_{\$} = 0.3$ 



mg sin  $\theta > \mu N$ mg sin $\theta > \mu$  mg cos  $\theta$ 





- 10 g 10 g =  $\mu$  N ......(2) 10 g =  $\mu$  10 a from (1) & (2) ∴ a = 20 m/s<sub>2</sub>
- **Example 23.** In the following figure force F is gradually increased from zero. Draw the graph between applied force F and tension T in the string. The coefficient of static friction between the block and the ground is  $\mu_s$ .



**Solution :** As the external force F is gradually increased from zero it is compensated by the friction and the string bears no tension. When limiting friction is achieved by increasing force F to a value till  $\mu_s$ mg, the further increase in F is transferred to the string.



**Example 24.** Find the acceleration of the two blocks. The system is initially at rest and the friction coefficient are as shown in the figure?





**Example 27.** Initially the system is at rest. find out minimum value of F for which sliding starts between the two blocks.



It is Easier to Pull Than to Push a Body. Why -Let a force P be applied to pull a body of weight Mg (fig). Applied force is resolved into two components : P  $\cos\theta$  and P  $\sin\theta$ The normal reaction, R = (Mg - P  $\sin\theta$ )



.....(1)

Now, kinetic force of friction is given by



On the other hand, when the same force is applied to push a body of weight Mg, than normal reaction,  $R = (Mg + P \sin\theta)$  ......(2)

:. Kinetic force of friction is  $F_2 = \mu k R = \mu k (mg + P \sin \theta)$ From eqn (1) and (2), it is clear and  $F_2 > F_1$ That is, force of friction in case of push is more than that in case of pull. Hence, it is easier to pull than to push the body.

#### Friction is a Necessary Evil :

# Friction

Friction is a necessary evil. It means it has advantage as well as disadvantages. In other words, friction is not desirable but without friction, we cannot think of survival.

#### Disadvantages :

(i) A significant amount of energy of a moving object is wasted in the form of heat energy to overcome the force of friction.

(ii) The force of friction restricts the speed of moving vehicles like buses, trains, aeroplanes, rockets etc.

(iii) The efficiency of machines decreases due to the presence of force of friction.

(iv) The force of friction causes lot of wear and tear in the moving parts of a machine.

(v) Sometimes, a machine gets burnt due to the friction force between different moving parts.

#### Advantages :

(i) The force of friction helps us to move on the surface of earth. In the absence of friction, we cannot think of walking on the surface. That is why, we fall down while moving on a smooth surface.

(ii) The force of friction between the tip of a pen and the surface of paper helps us to write on the paper. It is not possible to write on the glazed paper as there is not force of friction.

(iii) The force of friction between the tyres of a vehicle and the road helps the vehicle to stop when brake is applied. In the absence of friction, the vehicle skid off the road when brake is applied.

(iv) Moving belts remain on the rim of a wheel because of friction.

(v) The force of friction between a chalk and the black board helps us to write on the board.

Thus, we observe that irrespective of various disadvantages of the friction, it is very difficult to part with it. So, friction is a necessary evil.

### METHODS OF REDUCING FRICTION

As friction causes the wastage of energy so it becomes necessary to reduce the friction. Friction can be reduced by the following methods.

(i) Polishing the surface. We know, friction between rough surface is much more than between the polished surfaces. So we polish the surface to reduce the friction. The irregularities on the surface are filled with polish and hence the friction decreases.

(ii) Lubrication. To reduce friction, lubricants like oil or greese are used. When the oil or greese is put in between the two surfaces, the irregularities remain apart and do not interlock tightly. Thus, the surface can move over each other with less friction between them.

(iii) By providing the streamlined shape. When a body (e.g. bus, train, aeroplane etc.) moves with high speed, air resistance (friction) opposes its motion. The effect of air resistance on the motion of the objects (stated above) is decreased

by providing them a streamlined shape.



(iv) Converting sliding friction into rolling friction. Since rolling friction is much less than the sliding friction, so we convert the sliding friction into rolling friction. This is done by using ball bearings arrangement. Ball bearings are placed in between the axle (A) and hub (B) of the wheel as shown in figure. The ball bearing tend to roll round the axle as the wheel turns and as such the frictional force is diminished.

# **Key Concept**

# Friction

Part of the contact force that is tangential to the surface is called friction force. Microscopically friction force because of attraction between molecules of the two surfaces.

# Friction force is of two type :

- (A) Kinetic friction
- (B) Static friction



#### Kinetic friction force :

Kinetic friction exists between two surfaces (in case of block), or two points (in case of sphere), or two line (in case of cylinder) when there is relative motion. It stops acting when relative motion ceases to exist.

### **Direction of Kinetic Friction.**

It is opposite to the relative velocity of contact surfaces.

**Note :** Its direction is not opposite to the force applied it is opposite to the motion of the body considered which is in contact with the other surface.

Kinetic friction  $f_k = \mu_k N$ 

The proportionality constant  $\mu_k$  is called the coefficient of kinetic friction and its value depends on the nature of the two surfaces in contact.

### Static friction :

When two surfaces in contact have relative velocity zero, but there is tendency of relative motion then the friction force acting will be static.

### **Direction of static friction**

If there is tendency of sliding between the contact surfaces, it will act in such a direction to prevent sliding. Static friction is variable and self adjusting force. It can adjust its value upto a limit which is called limiting friction force ( $f_{smax}$ ).

$$f_{\text{smax}} = \mu_{\text{s}} N$$

Here  $\mu_s$  is the coefficient of static friction which depends on the nature of two contact surfaces.

The actual force of static friction may be smaller than  $\mu_s N$  and its value depends on other forces acting on the body. The magnitude of frictional force is equal to that required to keep the body at relative rest.

 $0 \ fs \ f_{\text{smax}}$ 

Following steps should be followed in determining the direction of static friction force on an object.

- (i) Draw the free body diagram with respect to the other object on which it is kept.
- (ii) Include pseudo force also if contact surface is accelerating.
- (iii) Decide the resultant force and the component parallel to the surface of this resultant force.
- (iv) The direction of static friction is opposite to the above component of resultant force.



Here  $\mu_s$  and  $\mu_k$  are dimensionless quantities independent of shape and area of contact. It is a property of the two contact surfaces. In general  $\mu_s > \mu_k$  for a given pair of surfaces. If it is not mentioned separately the  $\mu_s = \mu_k$  can be taken.

# Friction

 $\mu_s$  and  $\mu_k$  can also be represented as angles. If  $\theta_s$  and  $\theta_k$  are angles of static friction and kinetic friction respectively, then

 $\theta_{s} = \tan_{-1} \mu_{s}$   $\theta_{k} = \tan_{-1} \mu_{k}$ 

 $\theta_s$  is also called angle of repose.

### Rolling Friction :

When a body rolls on a surface the resistance offered by the surface is called as rolling friction.

### Rolling friction is less than sliding friction

In sliding motion, elevation collide. This introduces friction. In rolling motion, elevations are crossed over. This avoids friction.

### Rolling friction zero in ideal case :

In ideal rolling the contact with cylindrical surface of body and lower surface must be along a straight line. Elevations must be crossed over and no friction be present.

But no rolling is ideal. Due to deformation of moving cylindrical surface (wheel of a loaded truck), or deformation of lower surface (mud street), contact becomes over a flat surface. This introduces sliding, which causes friction.