If the force **P** is increased, the friction force **F** also increases, continuing to oppose **P**, until its magnitude reaches a certain *maximum value* F_m (Fig. 8.1c). If **P** is further increased, the friction

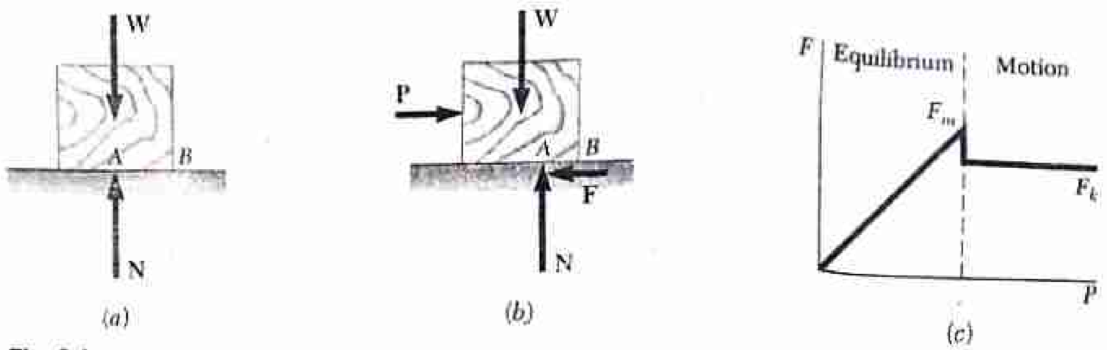

Fig. 8.1

force cannot balance it any more and the block starts sliding.† As soon as the block has been set in motion, the magnitude of **F** drops from F_m to a lower value F_k. This is because there is less interpenetration between the irregularities of the surfaces in contact when these surfaces move with respect to each other. From then on, the block keeps sliding with increasing velocity while the friction force, denoted by $\mathbf{F}_k$ and called the *kinetic-friction force*, remains approximately constant.

Experimental evidence shows that the maximum value F_m of the static-friction force is proportional to the normal component N of the reaction of the surface. We have

$$F_m = \mu_s N \tag{8.1}$$

where μ_s is a constant called the *coefficient of static friction*. Similarly, the magnitude F_k of the kinetic-friction force may be put in the form

$$F_k = \mu_k N \tag{8.2}$$

where μ_k is a constant called the *coefficient of kinetic friction*. The coefficients of friction μ_s and μ_k do not depend upon the area of the surfaces in contact. Both coefficients, however, depend strongly on the *nature* of the surfaces in contact. Since they also depend upon the exact condition of the surfaces, their value is seldom known with an accuracy greater than 5 percent. Approximate values of coefficients

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†It should be noted that, as the magnitude F of the friction force increases from 0 to F_m, the point of application A of the resultant **N** of the normal forces of contact moves to the right, so that the couples formed, respectively, by **P** and **F** and by **W** and **N** remain balanced. If **N** reaches B before F reaches its maximum value F_m, the block will tip about B before it can start sliding (see Probs. 8.15 and 8.16).

of static friction for various dry surfaces are given in Table 8.1. The corresponding values of the coefficient of kinetic friction would be about 25 percent smaller. Since coefficients of friction are dimensionless quantities, the values given in Table 8.1 can be used with both SI units and U.S. customary units.

Table 8.1. Approximate Values of Coefficient of Static Friction for Dry Surfaces

Metal on metal	0.15–0.60
Metal on wood	0.20–0.60
Metal on stone	0.30–0.70
Metal on leather	0.30–0.60
Wood on wood	0.25–0.50
Wood on leather	0.25–0.50
Stone on stone	0.40–0.70
Earth on earth	0.20–1.00
Rubber on concrete	0.60–0.90

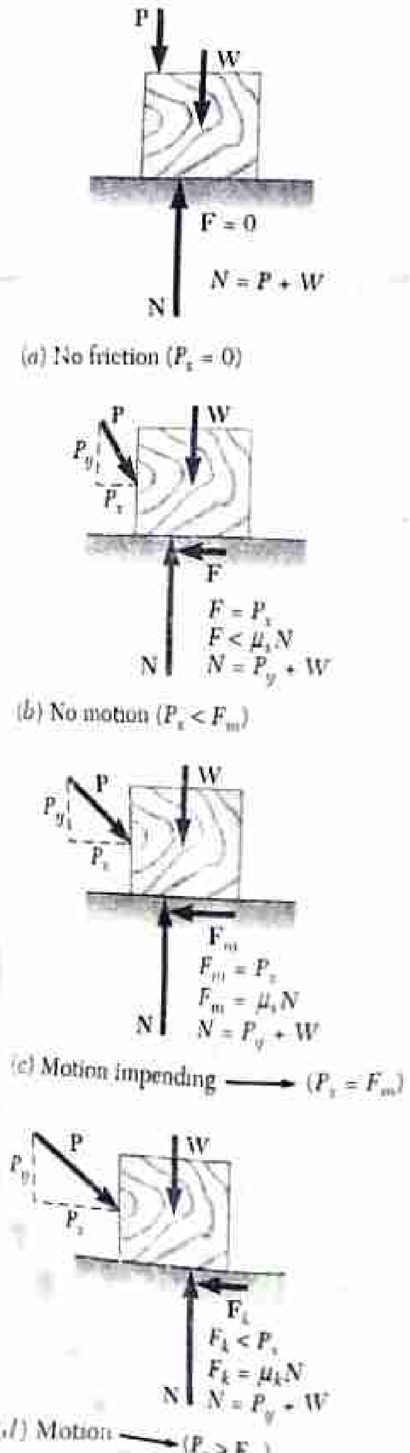


Fig. 8.2

From the description given above, it appears that four different situations can occur when a rigid body is in contact with a horizontal surface:

1. The forces applied to the body do not tend to move it along the surface of contact; there is no friction force (Fig. 8.2a).

2. The applied forces tend to move the body along the surface of contact but are not large enough to set it in motion. The friction force **F** which has developed can be found by solving the equations of equilibrium for the body. Since there is no evidence that **F** has reached its maximum value, the equation $F_m = \mu_s N$ *cannot be used* to determine the friction force (Fig. 8.2*b*).

3. The applied forces are such that the body is just about to slide. We say that *motion is impending*. The friction force **F** has reached its maximum value F_m and, together with the normal force **N**, balances the applied forces. Both the equations of equilibrium and the equation $F_m = \mu_s N$ *can be used*. We also note that the friction force has a sense opposite to the sense of impending motion (Fig. 8.2*c*).

4. The body is sliding under the action of the applied forces, and the equations of equilibrium do not apply any more. However, **F** is now equal to $\mathbf{F}_k$ and the equation $F_k = \mu_k N$ may be used. The sense of $\mathbf{F}_k$ is opposite to the sense of motion (Fig. 8.2*d*).

8.3. ANGLES OF FRICTION

It is sometimes convenient to replace the normal force **N** and the friction force **F** by their resultant **R**. Let us consider again a block of weight **W** resting on a horizontal plane surface. If no horizontal force is applied to the block, the resultant **R** reduces to the normal force **N** (Fig. 8.3*a*). However, if the applied force **P** has a horizontal component $\mathbf{P}_x$ which tends to move the block, the force **R** will have a horizontal component **F** and, thus, will form an angle ϕ with the normal to the surface (Fig. 8.3*b*). If $\mathbf{P}_x$ is increased until motion becomes impending, the angle between **R** and the vertical grows and reaches a maximum value (Fig. 8.3*c*). This value is called the *angle of static friction* and is denoted by ϕ_s. From the geometry of Fig. 8.3*c*, we note that

$$\tan \phi_s = \frac{F_m}{N} = \frac{\mu_s N}{N}$$

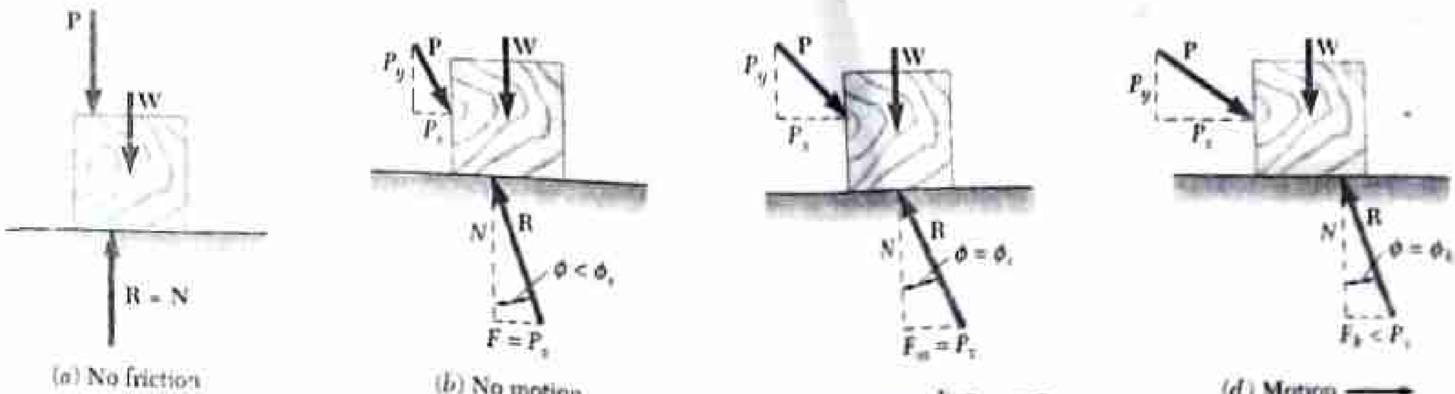
$$\tan \phi_s = \mu_s \qquad (8.3)$$

If motion actually takes place, the magnitude of the friction force drops to F_k; similarly, the angle ϕ between **R** and **N** drops to a lower value ϕ_k, called the *angle of kinetic friction* (Fig. 8.3*d*). From the geometry of Fig. 8.3*d*, we write

$$\tan \phi_k = \frac{F_k}{N} = \frac{\mu_k N}{N}$$

$$\tan \phi_k = \mu_k \qquad (8.4)$$

Another example will show how the angle of friction can be used to advantage in the analysis of certain types of problems. Consider a block resting on a board and subjected to no other force than its weight **W** and the reaction **R** of the board. The board can be given any desired inclination. If the board is horizontal, the force **R** exerted by the board on the block is perpendicular to the board and balances the weight **W** (Fig. 8.4*a*). If the board is given a small angle of inclina-



(*a*) No friction (*b*) No motion (*c*) Motion impending → (*d*) Motion →

Fig. 8.3

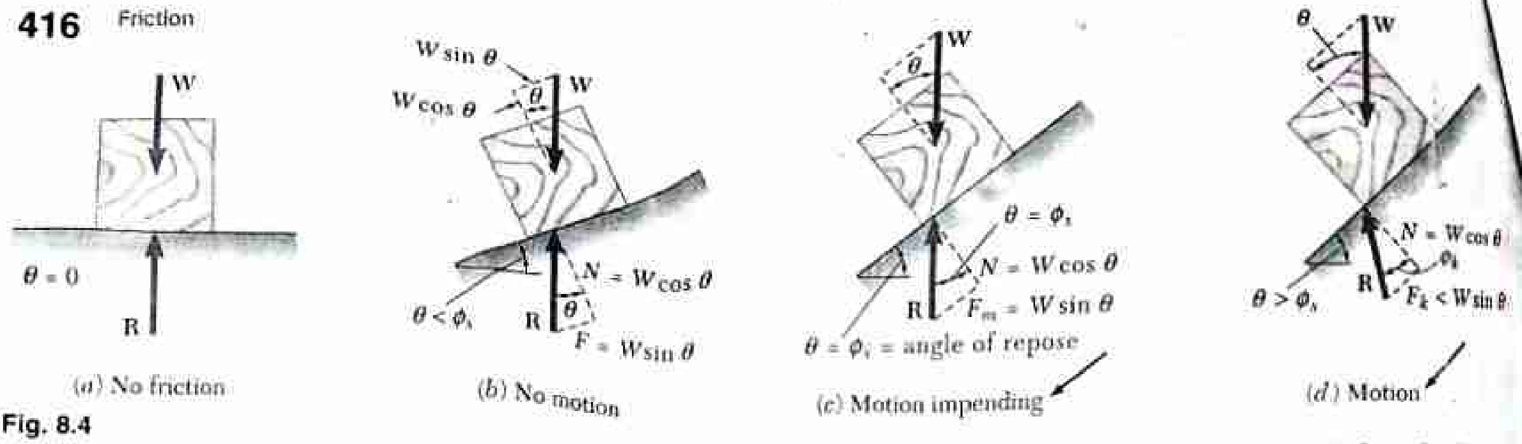


Fig. 8.4

Photo 8.1 The coefficient of static friction between a package and the inclined conveyer belt must be sufficiently large to enable the package to be transported without slipping.

tion θ, the force **R** will deviate from the perpendicular to the board by the angle θ and will keep balancing **W** (Fig. 8.4*b*); it will then have a normal component **N** of magnitude $N = W \cos \theta$ and a tangential component **F** of magnitude $F = W \sin \theta$.

If we keep increasing the angle of inclination, motion will soon become impending. At that time, the angle between **R** and the normal will have reached its maximum value ϕ_s (Fig. 8.4*c*). The value of the angle of inclination corresponding to impending motion is called the *angle of repose*. Clearly, the angle of repose is equal to the angle of static friction ϕ_s. If the angle of inclination θ is further increased, motion starts and the angle between **R** and the normal drops to the lower value ϕ_k (Fig. 8.4*d*). The reaction **R** is not vertical any more, and the forces acting on the block are unbalanced.

8.4. PROBLEMS INVOLVING DRY FRICTION

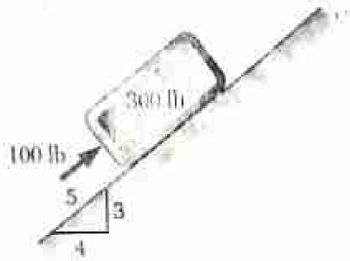
Problems involving dry friction are found in many engineering applications. Some deal with simple situations such as the block sliding on a plane described in the preceding sections. Others involve more complicated situations as in Sample Prob. 8.3; many deal with the stability of rigid bodies in accelerated motion and will be studied in dynamics. Also, a number of common machines and mechanisms can be analyzed by applying the laws of dry friction. These include wedges, screws, journal and thrust bearings, and belt transmissions. They will be studied in the following sections.

The *methods* which should be used to solve problems involving dry friction are the same that were used in the preceding chapters. If a problem involves only a motion of translation, with no possible rotation, the body under consideration can usually be treated as a particle, and the methods of Chap. 2 can be used. If the problem involves a possible rotation, the body must be considered as a rigid body, and the methods of Chap. 4 should be used. If the structure considered is made of several parts, the principle of action and reaction must be used as was done in Chap. 6.

If the body considered is acted upon by more than three forces (including the reactions at the surfaces of contact), the reaction at each surface will be represented by its components **N** and **F** and the problem will be solved from the equations of equilibrium. If only three forces act on the body under consideration, it may be more convenient to represent each reaction by a single force **R** and to solve the problem by drawing a force triangle.

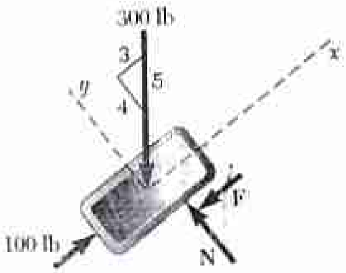
Most problems involving friction fall into one of the following three *groups:* In the *first group* of problems, all applied forces are given and

SAMPLE PROBLEM 8.1



A 100-lb force acts as shown on a 300-lb block placed on an inclined plane. The coefficients of friction between the block and the plane are $\mu_s = 0.25$ and $\mu_k = 0.20$. Determine whether the block is in equilibrium, and find the value of the friction force.

SOLUTION



Force Required for Equilibrium. We first determine the value of the friction force *required to maintain equilibrium*. Assuming that **F** is directed down and to the left, we draw the free-body diagram of the block and write

$+\nearrow \Sigma F_x = 0$: $\quad 100 \text{ lb} - \frac{3}{5}(300 \text{ lb}) - F = 0$

$F = -80 \text{ lb} \qquad \mathbf{F} = 80 \text{ lb} \nearrow$

$+\nwarrow \Sigma F_y = 0$: $\quad N - \frac{4}{5}(300 \text{ lb}) = 0$

$N = +240 \text{ lb} \qquad \mathbf{N} = 240 \text{ lb} \nwarrow$

The force **F** required to maintain equilibrium is an 80-lb force directed up and to the right; the tendency of the block is thus to move down the plane.

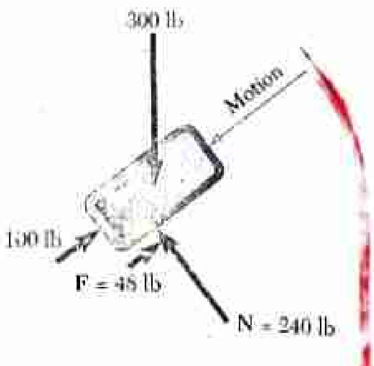
Maximum Friction Force. The magnitude of the maximum friction force which can be developed is

$$F_m = \mu_s N \qquad F_m = 0.25(240 \text{ lb}) = 60 \text{ lb}$$

Since the value of the force required to maintain equilibrium (80 lb) is larger than the maximum value which can be obtained (60 lb), equilibrium will not be maintained and *the block will slide down the plane.*

Actual Value of Friction Force. The magnitude of the actual friction force is obtained as follows:

$$F_{\text{actual}} = F_k = \mu_k N$$
$$= 0.20(240 \text{ lb}) = 48 \text{ lb}$$



The sense of this force is opposite to the sense of motion; the force is thus directed up and to the right:

$$\mathbf{F}_{\text{actual}} = 48 \text{ lb} \nearrow$$

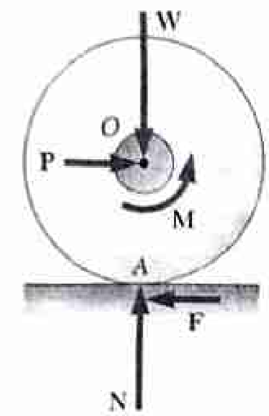
It should be noted that the forces acting on the block are not balanced; the resultant is

$$\frac{3}{5}(300 \text{ lb}) - 100 \text{ lb} - 48 \text{ lb} = 32 \text{ lb} \swarrow$$

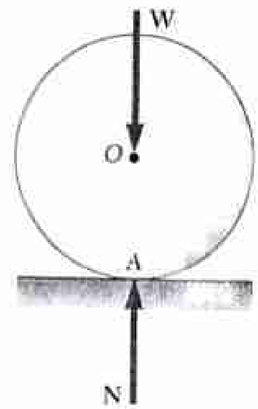
Ex: Determine wheather the block shown is in equilibrium, and find the magnitude of the friction force when $\theta = 30°$ and $P = 200N$

$\mu_s = 0.30$

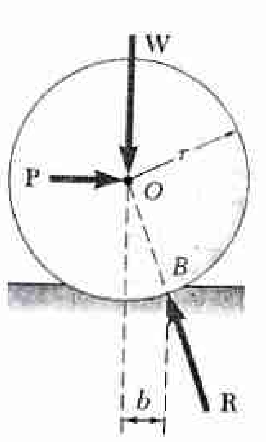
$\mu_k = 0.20$



(*a*) Effect of axle friction



(*b*) Free wheel



(*c*) Rolling resistance

Fig. 8.13

free-body diagram of one of the wheels is shown in Fig. 8.13*a*. The forces acting on the free body include the load **W** supported by the wheel and the normal reaction **N** of the track. Since **W** is drawn through the center *O* of the axle, the frictional resistance of the bearing should be represented by a counterclockwise couple **M** (see Sec. 8.7). To keep the free body in equilibrium, we must add two equal and opposite forces **P** and **F**, forming a clockwise couple of moment −**M**. The force **F** is the friction force exerted by the track on the wheel, and **P** represents the force which should be applied to the wheel to keep it rolling at constant speed. Note that the forces **P** and **F** would not exist if there were no friction between the wheel and the track. The couple **M** representing the axle friction would then be zero; thus, the wheel would slide on the track without turning in its bearing.

The couple **M** and the forces **P** and **F** also reduce to zero when there is no axle friction. For example, a wheel which is not held in bearings and rolls freely and at constant speed on horizontal ground (Fig. 8.13*b*) will be subjected to only two forces: its own weight **W** and the normal reaction **N** of the ground. Regardless of the value of the coefficient of friction between the wheel and the ground, no friction force will act on the wheel. A wheel rolling freely on horizontal ground should thus keep rolling indefinitely.

Experience, however, indicates that the wheel will slow down and eventually come to rest. This is due to the second type of resistance mentioned at the beginning of this section, known as the *rolling resistance*. Under the load **W**, both the wheel and the ground deform slightly, causing the contact between the wheel and the ground to take place over a certain area. Experimental evidence shows that the resultant of the forces exerted by the ground on the wheel over this area is a force **R** applied at a point *B*, which is not located directly under the center *O* of the wheel but slightly in front of it (Fig. 8.13*c*). To balance the moment of **W** about *B* and to keep the wheel rolling at constant speed, it is necessary to apply a horizontal force **P** at the center of the wheel. Writing $\Sigma M_B = 0$, we obtain

$$Pr = Wb \tag{8.10}$$

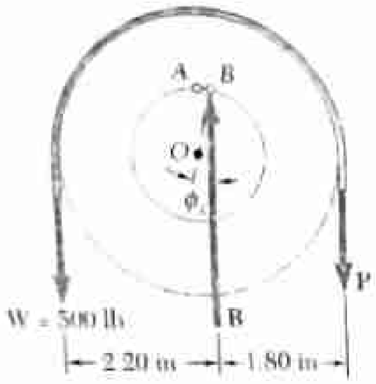
where r = radius of wheel
b = horizontal distance between O and B

The distance b is commonly called the *coefficient of rolling resistance*. It should be noted that b is not a dimensionless coefficient since it represents a length; b is usually expressed in inches or in millimeters. The value of b depends upon several parameters in a manner which has not yet been clearly established. Values of the coefficient of rolling resistance vary from about 0.01 in. or 0.25 mm for a steel wheel on a steel rail to 5.0 in. or 125 mm for the same wheel on soft ground.

SAMPLE PROBLEM 8.6

A pulley of diameter 4 in. can rotate about a fixed shaft of diameter 2 in. The coefficient of static friction between the pulley and shaft is 0.20. Determine (*a*) the smallest vertical force **P** required to start raising a 500-lb load, (*b*) the smallest vertical force **P** required to hold the load, (*c*) the smallest horizontal force **P** required to start raising the same load.

SOLUTION



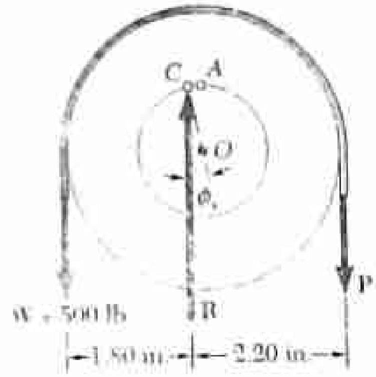
a. Vertical Force P Required to Start Raising the Load. When the forces in both parts of the rope are equal, contact between the pulley and shaft takes place at *A*. When **P** is increased, the pulley rolls around the shaft slightly and contact takes place at *B*. The free-body diagram of the pulley when motion is impending is drawn. The perpendicular distance from the center *O* of the pulley to the line of action of **R** is

$$r_f = r \sin \phi_s \approx r\mu_s \qquad r_f \approx (1 \text{ in.})0.20 = 0.20 \text{ in.}$$

Summing moments about *B*, we write

$+\circlearrowleft \Sigma M_B = 0$: $\quad (2.20 \text{ in.})(500 \text{ lb}) - (1.80 \text{ in.})P = 0$

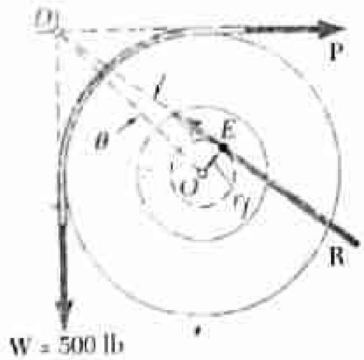
$P = 611 \text{ lb}$ $\qquad$ **P** $= 611$ lb ↓ ◁



b. Vertical Force P to Hold the Load. As the force **P** is decreased, the pulley rolls around the shaft and contact takes place at *C*. Considering the pulley as a free body and summing moments about *C*, we write

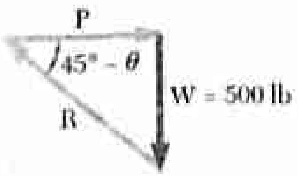
$+\circlearrowleft \Sigma M_C = 0$: $\quad (1.80 \text{ in.})(500 \text{ lb}) - (2.20 \text{ in.})P = 0$

$P = 409 \text{ lb}$ $\qquad$ **P** $= 409$ lb ↓ ◁



c. Horizontal Force P to Start Raising the Load. Since the three forces **W**, **P**, and **R** are not parallel, they must be concurrent. The direction of **R** is thus determined from the fact that its line of action must pass through the point of intersection *D* of **W** and **P** and must be tangent to the circle of friction. Recalling that the radius of the circle of friction is $r_f = 0.20$ in., we write

$$\sin \theta = \frac{OE}{OD} = \frac{0.20 \text{ in.}}{(2 \text{ in.})\sqrt{2}} = 0.0707 \qquad \theta = 4.1^\circ$$



From the force triangle, we obtain

$$P = W \cot (45^\circ - \theta) = (500 \text{ lb}) \cot 40.9^\circ$$
$$= 577 \text{ lb}$$

P $= 577$ lb → ◁