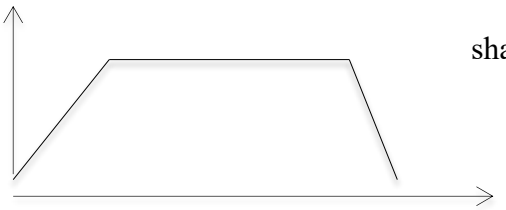
Question	Scheme	Marks	AOs
7(a) (i)	24 (m s^{-1})	B1	1.1b
(ii)	48 (s)	B1	1.1b
(iii)	 shape	B1	1.1b
		(3)	
(b)	Equating area under graph to 4800 to give equation in one unknown	M1	3.1b
	$\frac{1}{2}(T+T+80+48)\times 24=4800$ **OR** $(\frac{1}{2}\times 80\times 24)+24T+(\frac{1}{2}\times 48\times 24)=4800$ **oe**	A1**ft**	1.1b
	T = 136 so total time is 264 (s)	A1	1.1b
		(3)	
(c)	Accept **Either**: a smooth change from acceleration to constant velocity or from constant velocity to deceleration. **Or** have train accelerating and/or decelerating at a variable rate Do not accept e.g. Comments on air resistance or resistive forces, straightness of track, horizontal track, friction, length of train, mass of train, not having train moving with constant velocity. B0 if either an incorrect extra is included or an incorrect reason for a valid improvement is included. N.B. Variable acceleration due to air resistance is B0 **BUT** Variable acceleration due to **variable** air resistance is B1	B1	3.5c
		(1)	
			(7 marks)

Notes:

(a)

(i) B1: 24 ($\mathrm{m\,s^{-1}}$)Must be stated i.e. not just inserted on the graph

(ii) B1: 48 (s) (Allow – 48 changed to 48) Must be stated i.e. not just inserted on the graph

(iii) B1: A trapezium starting at the origin and ending on the *t*-axis.

(b)

M1: Complete method to find area of trapezium using trapezium rule with correct structure or using two triangles and a rectangle and equate to 4800 to give equation in *one* unknown

N.B. $\frac{1}{2}(T+80+48)\times 24 = 4800$ is M0 (equivalent to using three triangles)

OR they may use *suvat* on one or more sections (must have $a = 0$ for middle section) and equate total distance travelled to 4800 to give equation in *one* unknown

A1ft: For a correct equation in their unknown **ft** on their 24 and 48 (but must be positive times)

A1: For 264 (s)

(c)

B1:

Either: Include time to change from constant accln to constant velocity and/or time to change from constant velocity to constant deceleration oe

Or: Have train accelerating and/or decelerating at a variable rate