

**G.PULLAIAH COLLEGE OF ENGINEERING & TECHNOLOGY (AT)**

**II B.Tech-II Sem Objective Paper – II MID EXAM**

**Branch: MECHANICAL ENGINEERING**

**Sub: THERMAL ENGINEERING-I**

**Date: 12/05/2017**

**Time: 20 min**

**Max.Marks:10**

**Roll No:**

**Invigilator signature:**

=====

1. Detonation is caused by [ ]  
(A) normal combustion (B) Abnormal combustion (C) Flame speed (D) None
2. The combustion chamber of S.I engine has to be designed to avoid [ ]  
(A) ignition delay (B) Detonation (C) both (D) None
3. The anti knocking agent to avoid detonation [ ]  
(A) Tetra ethyl Lead (B) Graphite (C) Zinc (D) None
4. The percentage of heat removed by the cooling system of I.C engine cylinder is [ ]  
(A) 30-35% (B) 40-45% (C) 50-55% (D) None
5. The Knocking phenomena in S.I Engine can be minimizing by increasing [ ]  
(A) Octane number (B) Cetane number (C) both (D) None
6. The Knocking phenomena in C.I Engine can be minimizing by increasing [ ]  
(A) Octane number (B) Cetane number (C) both (D) None
7. The combustion chamber of S.I engine has to be designed to avoid [ ]  
(A) ignition delay (B) Detonation (C) both (D) None
8. In SI Engine with increase of spark advance the knocking tendency [ ]  
(A) Increase (B) decrease (C) equal (D) None
9. The flame speed of SI Engine\_\_\_ for higher octane number fuels [ ]  
(A) Increase (B) decrease (C) equal (D) None
10. In SI Engines parameter which influence dominantly the flame travelling velocity is [ ]  
(A) Turbulence (B) engine speed (C) indicated Pressure (D) None
11. The Compression ignition engines are governed by Qualitative Governing [TRUE/FALSE]
12. The spark ignition engines are governed by Quantitative Governing. [TRUE/FALSE]
13. In CI engines during suction only air enters [TRUE/FALSE]
14. In SI engines during suction only air enters [TRUE/FALSE]
15. The detonation can also be called as Knocking [TRUE/FALSE]
16. Connecting rod is made up of \_\_\_\_\_
17. The Compression ignition engines are governed by \_\_\_\_\_
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