Ţ	—————————————————————————————————————					
4	-68					
	6 A CAIL DRIVES DOWN A STAAIGHT ROAD BEGINNING					
	12 PM. Let t = TIME PAST 12 PM, AND LET					
slt \	= POSMIND OF THE CAR + HOURS AFTER 12 PM.					
	(ROAD HAS DISTANCE MARKERS ON 17, FOR EXAMPLE)					
	\ \ \ \ \ \ \ \					
Ł	slt) (cooneler)					
100						
0	DISTANCE					
1	45 VELOUTY = 013V					
2	VELOUTY = DISTANCE 110 180 TIME					
2 3 3.5	1225					
3.9	249.41 eq. mi/hr, ft/5, e1c.					
3.99	249.41					
4	250					
4.01	250.59 AVENAGE VELOCITY FROM t=0					
4.1	255.8 AVEINGE VELLETT FILLING L-0					
4.5	277.5 6 t= 3					
5	320					
6	400					
AVENAGE VELOCITY OVER FIRST 3 hrs						
of the taip.						
	or me day,					
J	DISPURE = $5(3) - 5(0)$ = $(180 - 0)$ mi					
	= 9(5) 9(5)					
	TIME 3-0 (3-0) hrs					
	5 - 6 [5 6] his					
= 60 mi/hr.						
in / hr						

FIND AVENAGE VELOCKY FROM t= 3.5 % t= 4

Ave verocity:
$$\frac{\Delta s}{\Delta t} = \frac{514}{9-3.5}$$

$$= \frac{250 - 222.5}{4 - 3.5} = \frac{27.5 \text{ mi}}{.5 \text{ hr}} = 55 \text{ mi/hr}$$

WHAT DOES THE SKEDGMETER READ AT ±=4?

ANE VELOCITY FROM
$$t = 3.9$$
 to $t = 4$

$$\frac{5(4) \cdot 5(3.9)}{4 - 3.9} = \frac{250 - 244.2}{4 - 3.9} = \frac{5.8}{100} \text{ mi}$$

$$= 58 \text{ mph}$$

AVE VELOUTY FROM
$$t = 3.99$$
 76 $t = 4$

$$S(4) - S(3.99) = 250 - 249.41 \text{ mi}$$

$$4 - 3.99 = 4 - 3.99 \text{ kg}$$

More Accurate APPRIX:

WITH SMULER &
SMALLER VALUES OF
h

HOSTANDANEOUS VELVENTY AT
$$t=4$$
.

GRAPHICALY

 $y=S(t)$
 $(b,s(b))$

ANE VELOCITY OVER $a \le t \le b$
 $(a,s(a)) \times (b,s(b)) - s(a) \times (b) - s(a) = \Delta y$
 $b-a$
 $b-a$
 $b-a$
 $b-a$
 $b-a$
 $b-a$

VELOCITY IS THE SLENE OF THE Paymon

 $y=f(x)$

AS X GETS CLOSER

s(4) - s(x)

JET: AVENAGE NATE OF CHANGE OF F OVER [a,b] $f_{AVE} = \frac{f(b) - f(a)}{b - a}$ (side of two through la, fla), (b, flb) INSTANTANEOUS PARE OF CHANGE OF F AT OR IS THE SCOPE OF THE TANGENT LINE to Y= f(x) A1 (a, fla) *

& 1.5 THE LIMIT OF A FOUNCTION

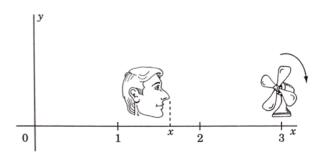


Figure 8.1 A dangerous limit to plug into.

We want to know what happens as x gets really close to 3—that is to say, what happens as your nose approaches 3, getting closer and closer, WITHOUT EVER ACTUALLY REACHING 3.

Well, what happens is that you feel a breeze that gets stronger as x gets closer to 3. We are interested in what happens to the amount of breeze as you approach 3. [We are taking $\lim_{x\to 3} b(x)$, where b(x) is the breeze that you feel when your nose is at point x.]

Say you feel a breeze of 6 mph when x = 2.9, and the breeze increases as you move your nose toward the fan as in the following chart:

Nose position 2.9 Breeze 6	2.99 6.7	1	l .	2.99999 6.999993
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It looks as if the breeze is approaching 7 mph as your nose approaches the fan. So we would say that

$$\lim_{x \to 3} b(x) = 7$$

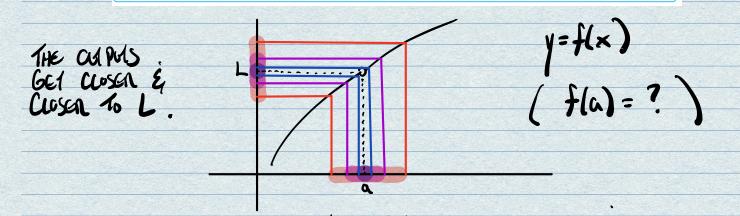
You most certainly do not want to find out what happens when x = 3; you will feel a lot more than a breeze.

1 Intuitive Definition of a Limit Suppose f(x) is defined when x is near the number a. (This means that f is defined on some open interval that contains a, except possibly at a itself.) Then we write

$$\lim_{x \to a} f(x) = L$$

and say "the limit of f(x), as x approaches a, equals L"

if we can make the values of f(x) arbitrarily close to L (as close to L as we like) by restricting x to be sufficiently close to a (on either side of a) but not equal to a.



WHAT HAPPENS WHEN X = a HAS NO EFFECT ON

$$\lim_{x \to a} f(x) .$$

$$\lim_{x \to a} f(x) = L$$

$$\lim_{x \to a} f(x) = L$$

$$\frac{114}{x^{+2}} \frac{x+2}{(x+2)(x-2)}$$

$$\frac{1}{(x+2)(x-2)} = \frac{1}{x-2}$$

FOR ALL MINES OF X EXCEPT X = -2

limit is unaffected by substitution...

MONDAY: NO CLASS

TUE: RECHATION

THIR: HW #2 DUE

HW \$3000 Man 9/14