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Autore	Oachs Emily Rose
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Nota di contenuto	<p>Introduction. Friction and Regenerative Braking ; Motorsport and Newton's Second Law ; Recovery of Kinetic Energy ; Flybrid Mechanical KERS ; The Dyson Lola LMP1 Car with Flybrid KERS ; The Audi R18 e-tron Quattro Le Mans ; Overview of Four Papers on KERS and F1 Racing</p> <p>--</p> <p>Papers. Optimization of Hybrid Kinetic Energy Recovery Systems (KERS) for Different Racing Circuits, SAE Technical Paper 2008-01-2956, 2008, doi:10.4271/2008-01-2956 / Cross, D -- Mechanical Hybrid System Comprising a Flywheel and CVT for Motorsport and Mainstream Automotive Applications, SAE Technical Paper 2009-01-1312, 2009, doi:10.4271/2009-01-1312 / D. Cross and C. Brockbank -- High Power Density Motor for Racing Use, SAE Technical Paper 2011-39-7221, 2011, doi:10.4271/2011-39-7221/ Tamotsu Kawamura, Hirofumi Atarashi, and Takehiro Miyoshi -- KERS Braking for 2014 F1 Cars, SAE Technical Paper 2012-01-1802, 2012, doi:10.4271/2012-01-1802 / A. Boretti.</p>
Sommario/riassunto	<p>A kinetic energy recover system (KERS) captures the kinetic energy that results when brakes are applied to a moving vehicle. The recovered energy can be stored in a flywheel or battery and used later, to help boost acceleration. KERS helps transfer what was formerly wasted energy into useful energy.</p> <p>In 2009, the Federation Internationale de l'Automobile (FIA) began allowing KERS to be used in Formula One (F1) competition. Still considered experimental, this technology is undergoing development in the racing world but has yet to become mainstream for production vehicles.</p>