

REBOUND PHYSICS

THE ARTICLE TITLE IS: UNDERSTANDING REBOUND PHYSICS: FROM EVERYDAY BOUNCES TO COMPLEX COLLISIONS

REBOUND PHYSICS IS A FUNDAMENTAL CONCEPT THAT GOVERNS THE WAY OBJECTS INTERACT AND CHANGE DIRECTION AFTER A COLLISION. IT'S NOT JUST ABOUT A BALL BOUNCING OFF A WALL; IT'S A COMPLEX INTERPLAY OF FORCES, ENERGY, AND MOMENTUM THAT INFLUENCES EVERYTHING FROM THE FLIGHT OF A BILLIARD BALL TO THE DESIGN OF SAFETY EQUIPMENT. IN THIS COMPREHENSIVE EXPLORATION, WE'LL DELVE INTO THE CORE PRINCIPLES OF REBOUND PHYSICS, EXAMINING THE VARIOUS TYPES OF COLLISIONS, THE CRITICAL ROLE OF KINETIC ENERGY, AND THE FASCINATING FACTORS THAT DETERMINE THE NATURE OF A REBOUND. WE'LL ALSO TOUCH UPON REAL-WORLD APPLICATIONS AND HOW UNDERSTANDING THESE PRINCIPLES HELPS US ENGINEER BETTER SOLUTIONS. PREPARE TO UNRAVEL THE SCIENCE BEHIND EVERY BOUNCE YOU ENCOUNTER.

TABLE OF CONTENTS

INTRODUCTION TO REBOUND PHYSICS

TYPES OF COLLISIONS

KINETIC ENERGY AND MOMENTUM IN REBOUNDS

FACTORS AFFECTING REBOUND

REAL-WORLD APPLICATIONS OF REBOUND PHYSICS

ADVANCED CONCEPTS IN REBOUND

THE ESSENCE OF REBOUND PHYSICS

AT ITS HEART, REBOUND PHYSICS IS ALL ABOUT WHAT HAPPENS WHEN TWO OR MORE OBJECTS MEET. IT'S THE STUDY OF HOW THEIR MOTION, SPEED, AND DIRECTION ARE ALTERED AS A RESULT OF THAT INTERACTION. THINK ABOUT DROPPING A BOUNCY BALL; ITS DESCENT IS HALTED, AND THEN IT'S PROPELLED UPWARDS, SEEMINGLY DEFYING GRAVITY FOR A MOMENT. THIS MAGICAL UPWARD JOURNEY IS A DIRECT CONSEQUENCE OF REBOUND PHYSICS IN ACTION. WE ENCOUNTER THESE PHENOMENA CONSTANTLY, FROM THE SIMPLE ACT OF SKIPPING A STONE ACROSS A LAKE TO THE INTRICATE DANCE OF PLANETS IN SPACE. UNDERSTANDING THESE INTERACTIONS ALLOWS US TO PREDICT OUTCOMES AND, CRUCIALLY, TO DESIGN SYSTEMS THAT BEHAVE IN PREDICTABLE WAYS.

THE CORE PRINCIPLES REVOLVE AROUND THE CONSERVATION OF MOMENTUM AND, IN SOME CASES, THE CONSERVATION OF KINETIC ENERGY. MOMENTUM, A MEASURE OF AN OBJECT'S MASS IN MOTION, IS ALWAYS CONSERVED IN A CLOSED SYSTEM. KINETIC ENERGY, THE ENERGY OF MOTION, IS CONSERVED ONLY IN SPECIFIC TYPES OF COLLISIONS, WHICH WE'LL EXPLORE SHORTLY. THIS FUNDAMENTAL DISTINCTION IS KEY TO GRASPING THE NUANCES OF REBOUND DYNAMICS. BY DISSECTING THESE INTERACTIONS, WE CAN MOVE BEYOND MERE OBSERVATION AND BEGIN TO QUANTIFY AND CONTROL THE FORCES AT PLAY.

TYPES OF COLLISIONS IN REBOUND PHYSICS

COLLISIONS ARE NOT ALL CREATED EQUAL IN THE REALM OF PHYSICS. THE WAY OBJECTS REBOUND DEPENDS HEAVILY ON THE NATURE OF THEIR INTERACTION, CATEGORIZED PRIMARILY BY HOW KINETIC ENERGY IS HANDLED. THIS CATEGORIZATION IS VITAL FOR ACCURATE PREDICTION AND ANALYSIS.

PERFECTLY ELASTIC COLLISIONS

IMAGINE A COLLISION WHERE ABSOLUTELY NO KINETIC ENERGY IS LOST. THIS IS THE IDEALIZED SCENARIO OF A PERFECTLY ELASTIC COLLISION. IN SUCH AN EVENT, THE TOTAL KINETIC ENERGY OF THE SYSTEM BEFORE THE COLLISION IS EQUAL TO THE TOTAL KINETIC ENERGY AFTER. THINK OF A PERFECTLY FRICTIONLESS SCENARIO WHERE TWO BILLIARD BALLS STRIKE EACH OTHER HEAD-ON. WHILE ACHIEVING A TRULY PERFECTLY ELASTIC COLLISION IN THE REAL WORLD IS NEARLY IMPOSSIBLE DUE TO FACTORS LIKE SOUND, HEAT, AND DEFORMATION, IT SERVES AS A CRUCIAL THEORETICAL BENCHMARK. IN THESE IDEALIZED CASES,

OBJECTS TEND TO BOUNCE BACK WITH THEIR ORIGINAL SPEED, BUT IN THE OPPOSITE DIRECTION. THIS CONCEPT IS FOUNDATIONAL FOR UNDERSTANDING HOW ENERGY CAN BE PERFECTLY TRANSFERRED OR REFLECTED.

PERFECTLY INELASTIC COLLISIONS

ON THE OPPOSITE END OF THE SPECTRUM, WE HAVE PERFECTLY INELASTIC COLLISIONS. HERE, THE COLLIDING OBJECTS STICK TOGETHER AFTER THE IMPACT AND MOVE AS A SINGLE MASS. THIS MEANS THAT THE MAXIMUM AMOUNT OF KINETIC ENERGY IS LOST, TYPICALLY DISSIPATED AS HEAT, SOUND, OR DEFORMATION. A PRIME EXAMPLE IS A CAR CRASH WHERE THE VEHICLES BECOME ENTANGLED, OR THROWING A BALL OF CLAY AT A WALL, WHERE IT SPLATTERS AND REMAINS ADHERED. IN THESE INSTANCES, THE OBJECTS COALESCE, AND THEIR FINAL VELOCITY IS DETERMINED BY THE CONSERVATION OF MOMENTUM APPLIED TO THEIR COMBINED MASS.

INELASTIC COLLISIONS

MOST COLLISIONS THAT WE OBSERVE IN EVERYDAY LIFE FALL INTO THE CATEGORY OF INELASTIC COLLISIONS. THESE ARE COLLISIONS WHERE SOME, BUT NOT ALL, OF THE KINETIC ENERGY IS LOST. THE OBJECTS DO NOT NECESSARILY STICK TOGETHER, BUT THERE IS A SIGNIFICANT DISSIPATION OF ENERGY. A BASKETBALL HITTING THE COURT IS A CLASSIC EXAMPLE; IT DEFORMS SLIGHTLY, GENERATING HEAT AND SOUND, AND LOSES SOME OF ITS INITIAL ENERGY BEFORE REBOUNDED UPWARDS. THE DEGREE OF INELASTICITY CAN VARY WIDELY, INFLUENCING HOW HIGH THE BALL BOUNCES OR HOW MUCH ENERGY IS TRANSFERRED IN A SPORTS IMPACT.

KINETIC ENERGY AND MOMENTUM IN REBOUNDS

THE INTERPLAY BETWEEN KINETIC ENERGY AND MOMENTUM IS CENTRAL TO UNDERSTANDING REBOUND PHYSICS. MOMENTUM, DEFINED AS MASS TIMES VELOCITY ($p = mv$), IS A VECTOR QUANTITY, MEANING IT HAS BOTH MAGNITUDE AND DIRECTION. THE LAW OF CONSERVATION OF MOMENTUM STATES THAT IN ANY CLOSED SYSTEM, THE TOTAL MOMENTUM BEFORE A COLLISION IS EQUAL TO THE TOTAL MOMENTUM AFTER. THIS PRINCIPLE HOLDS TRUE FOR ALL TYPES OF COLLISIONS, ELASTIC OR INELASTIC.

KINETIC ENERGY, ON THE OTHER HAND, IS THE ENERGY AN OBJECT POSSESSES DUE TO ITS MOTION, CALCULATED AS $KE = \frac{1}{2}mv^2$. UNLIKE MOMENTUM, KINETIC ENERGY IS NOT ALWAYS CONSERVED. IN ELASTIC COLLISIONS, IT IS CONSERVED. IN INELASTIC COLLISIONS, IT IS NOT. THE DEGREE TO WHICH KINETIC ENERGY IS CONSERVED OR LOST DIRECTLY IMPACTS THE OUTCOME OF A REBOUND. FOR INSTANCE, A HIGHER INITIAL KINETIC ENERGY GENERALLY LEADS TO A MORE VIGOROUS REBOUND, PROVIDED THE COLLISION IS RELATIVELY ELASTIC.

THE ROLE OF MOMENTUM CONSERVATION

MOMENTUM CONSERVATION IS YOUR GO-TO PRINCIPLE WHEN YOU WANT TO PREDICT THE VELOCITIES OF OBJECTS AFTER A COLLISION, REGARDLESS OF ENERGY LOSSES. LET'S SAY A SMALLER OBJECT COLLIDES WITH A LARGER, STATIONARY OBJECT. BECAUSE MOMENTUM MUST BE CONSERVED, THE SMALLER OBJECT WILL TRANSFER SOME OF ITS MOMENTUM TO THE LARGER OBJECT, CAUSING IT TO MOVE. EVEN IF ENERGY IS LOST, THE TOTAL "OOMPH" BEFORE THE COLLISION MUST EQUAL THE TOTAL "OOMPH" AFTER. THIS IS WHY A CUE BALL STRIKING A RACK OF BILLIARD BALLS CAUSES THEM TO SCATTER; MOMENTUM IS DISTRIBUTED AMONG THEM.

THE IMPACT OF KINETIC ENERGY LOSS

WHEN KINETIC ENERGY IS LOST DURING A COLLISION, IT'S NOT SIMPLY VANISHING. IT'S TRANSFORMED INTO OTHER FORMS OF

ENERGY. THIS IS WHERE THE "BOUNCE" FACTOR COMES IN. IF A BALL IS PERFECTLY ELASTIC, IT WILL RETURN TO ITS ORIGINAL HEIGHT (IGNORING AIR RESISTANCE), MEANING ITS KINETIC ENERGY IS LARGELY RETAINED. HOWEVER, WHEN A BALL HITS THE GROUND AND DOESN'T BOUNCE VERY HIGH, IT'S BECAUSE MUCH OF ITS KINETIC ENERGY HAS BEEN CONVERTED INTO HEAT DUE TO FRICTION AND DEFORMATION OF THE BALL AND THE SURFACE. THIS ENERGY TRANSFORMATION DICTATES THE EFFICIENCY OF A REBOUND.

FACTORS AFFECTING REBOUND

SEVERAL FACTORS CONTRIBUTE TO THE NATURE AND OUTCOME OF A REBOUND, EXTENDING BEYOND JUST THE BASIC DEFINITIONS OF COLLISION TYPES. THESE VARIABLES CAN DRAMATICALLY ALTER HOW AN OBJECT BEHAVES AFTER AN IMPACT.

COEFFICIENT OF RESTITUTION

PERHAPS THE MOST CRITICAL FACTOR IN QUANTIFYING REBOUND IS THE COEFFICIENT OF RESTITUTION (COR), OFTEN DENOTED BY THE SYMBOL 'e'. THIS DIMENSIONLESS QUANTITY IS A MEASURE OF THE "BOUNCINESS" OF A COLLISION. IT'S DEFINED AS THE RATIO OF THE RELATIVE SPEED OF SEPARATION AFTER THE COLLISION TO THE RELATIVE SPEED OF APPROACH BEFORE THE COLLISION. A COR OF 1 REPRESENTS A PERFECTLY ELASTIC COLLISION, WHILE A COR OF 0 REPRESENTS A PERFECTLY INELASTIC COLLISION. VALUES BETWEEN 0 AND 1 INDICATE INELASTIC COLLISIONS. FOR EXAMPLE, A SUPER BOUNCY BALL MIGHT HAVE A COR OF 0.9, WHEREAS A LUMP OF PUTTY WOULD HAVE A COR CLOSE TO 0.

SURFACE PROPERTIES

THE CHARACTERISTICS OF THE SURFACES INVOLVED IN A COLLISION PLAY A SIGNIFICANT ROLE. THE HARDNESS, ELASTICITY, AND TEXTURE OF BOTH THE IMPACTING OBJECT AND THE SURFACE IT STRIKES WILL INFLUENCE THE ENERGY TRANSFER AND THUS THE REBOUND. A RUBBER BALL WILL BOUNCE DIFFERENTLY ON CONCRETE COMPARED TO SAND, NOT JUST BECAUSE OF THE SURFACE'S RIGIDITY, BUT ALSO DUE TO ITS ABILITY TO ABSORB OR DISSIPATE ENERGY. THINK ABOUT HOW A GOLF BALL BEHAVES DIFFERENTLY ON A FAIRWAY VERSUS A SAND TRAP – THE REBOUND IS DRASTICALLY ALTERED.

OBJECT PROPERTIES

BEYOND THE COR, THE INTRINSIC PROPERTIES OF THE COLLIDING OBJECTS THEMSELVES ARE CRUCIAL. MASS IS A PRIMARY DETERMINANT, AS WE'VE SEEN WITH MOMENTUM. SHAPE ALSO MATTERS; A PERFECTLY SPHERICAL OBJECT MIGHT REBOUND DIFFERENTLY THAN AN IRREGULARLY SHAPED ONE. MATERIAL COMPOSITION IS ANOTHER KEY ASPECT. A METAL SPHERE WILL REBOUND DIFFERENTLY THAN A FOAM SPHERE OF THE SAME SIZE DUE TO DIFFERENCES IN THEIR ELASTICITY AND INTERNAL DAMPING. THE INTERNAL STRUCTURE AND HOW WELL THE OBJECT CAN DEFORM AND THEN RETURN TO ITS ORIGINAL SHAPE ARE VITAL.

ANGLE OF IMPACT

THE ANGLE AT WHICH TWO OBJECTS COLLIDE ALSO SIGNIFICANTLY AFFECTS THE REBOUND. A HEAD-ON COLLISION WILL RESULT IN A DIFFERENT REBOUND TRAJECTORY THAN AN OBLIQUE IMPACT. FOR OBLIQUE COLLISIONS, MOMENTUM IS CONSERVED SEPARATELY IN THE COMPONENTS PARALLEL AND PERPENDICULAR TO THE IMPACT FORCE. THIS MEANS THAT WHILE THE OBJECT MIGHT REBOUND WITH A SIMILAR VELOCITY PERPENDICULAR TO THE SURFACE, ITS MOTION PARALLEL TO THE SURFACE WILL DEPEND ON FRICTION AND THE ANGLE OF IMPACT. THIS IS WHY A SOCCER BALL KICKED WITH SPIN CURVES THROUGH THE AIR; THE SPIN AFFECTS THE WAY IT REBOUNDS OFF THE AIR ITSELF, A COMPLEX FLUID DYNAMICS INTERACTION BUILT ON BASIC REBOUND PRINCIPLES.

REAL-WORLD APPLICATIONS OF REBOUND PHYSICS

THE PRINCIPLES OF REBOUND PHYSICS ARE NOT CONFINED TO TEXTBOOKS; THEY ARE ACTIVELY APPLIED IN NUMEROUS FIELDS TO IMPROVE PERFORMANCE, ENHANCE SAFETY, AND SOLVE COMPLEX ENGINEERING CHALLENGES.

SPORTS EQUIPMENT DESIGN

FROM TENNIS RACKETS TO RUNNING SHOES, THE PERFORMANCE OF SPORTS EQUIPMENT RELIES HEAVILY ON REBOUND PHYSICS. TENNIS PLAYERS WANT RACKETS THAT EFFICIENTLY TRANSFER ENERGY FROM THEIR SWING TO THE BALL FOR SPEED AND SPIN. RUNNING SHOES ARE DESIGNED TO ABSORB IMPACT ENERGY AND THEN RETURN SOME OF IT TO THE RUNNER, PROVIDING A SPRINGY FEEL AND REDUCING FATIGUE. THE SPECIFIC MATERIALS AND STRUCTURES ARE ENGINEERED TO OPTIMIZE THE COEFFICIENT OF RESTITUTION FOR THE INTENDED SPORT.

AUTOMOTIVE SAFETY

CRUMPLE ZONES IN CARS ARE A BRILLIANT APPLICATION OF INELASTIC COLLISION PRINCIPLES. DURING A CRASH, THESE DESIGNATED AREAS ARE DESIGNED TO DEFORM AND ABSORB THE KINETIC ENERGY OF THE IMPACT, DISSIPATING IT THROUGH CONTROLLED DEFORMATION RATHER THAN ALLOWING IT TO BE TRANSFERRED DIRECTLY TO THE OCCUPANTS. AIRBAGS DEPLOY AND INFLATE TO CUSHION IMPACT, EFFECTIVELY INCREASING THE TIME OVER WHICH DECELERATION OCCURS, THEREBY REDUCING THE FORCE EXPERIENCED BY THE PASSENGER. THESE ARE LIFE-SAVING APPLICATIONS OF UNDERSTANDING HOW ENERGY IS MANAGED IN COLLISIONS.

MANUFACTURING AND MATERIALS SCIENCE

IN MANUFACTURING, UNDERSTANDING REBOUND IS CRUCIAL FOR PROCESSES LIKE METAL STAMPING OR WHEN DEALING WITH DROPPED ITEMS ON ASSEMBLY LINES. MATERIALS SCIENTISTS STUDY REBOUND PROPERTIES TO DEVELOP NEW MATERIALS WITH SPECIFIC SHOCK-ABSORBING OR ENERGY-RETURNING CAPABILITIES, SUCH AS SPECIALIZED FOAMS FOR PROTECTIVE GEAR OR RESILIENT COMPONENTS FOR MACHINERY. THE ABILITY TO PREDICT HOW A MATERIAL WILL BEHAVE UNDER IMPACT IS PARAMOUNT.

ROBOTICS AND AUTOMATION

ROBOTS THAT INTERACT WITH THEIR ENVIRONMENT, WHETHER PICKING UP OBJECTS OR NAVIGATING COMPLEX SPACES, NEED TO UNDERSTAND REBOUND PHYSICS. IF A ROBOTIC ARM BUMPS INTO AN OBJECT, KNOWING HOW IT WILL REBOUND CAN PREVENT DAMAGE TO THE ROBOT AND THE OBJECT. IN AUTONOMOUS NAVIGATION, UNDERSTANDING HOW A VEHICLE MIGHT REACT TO A SUDDEN OBSTACLE IS CRITICAL FOR SAFE OPERATION.

ADVANCED CONCEPTS IN REBOUND

WHILE THE FOUNDATIONAL PRINCIPLES ARE CLEAR, THE STUDY OF REBOUND PHYSICS CAN DELVE INTO MORE INTRICATE SCENARIOS, INCORPORATING FACTORS THAT ADD LAYERS OF COMPLEXITY AND REALISM.

ENERGY DISSIPATION MECHANISMS

DIGGING DEEPER, WE CAN EXPLORE THE SPECIFIC WAYS ENERGY IS DISSIPATED DURING INELASTIC COLLISIONS. THIS INCLUDES VISCOELASTICITY, WHERE MATERIALS EXHIBIT BOTH VISCOUS AND ELASTIC CHARACTERISTICS, LEADING TO ENERGY LOSS THROUGH INTERNAL FRICTION. HYSTERESIS, THE PHENOMENON WHERE ENERGY IS LOST DURING THE DEFORMATION AND SUBSEQUENT RECOVERY OF A MATERIAL, IS ANOTHER KEY MECHANISM. UNDERSTANDING THESE MICROSCOPIC PROCESSES HELPS IN DESIGNING MATERIALS WITH CONTROLLED ENERGY ABSORPTION PROPERTIES.

IMPACT ON DEFORMABLE BODIES

OUR DISCUSSIONS HAVE OFTEN ASSUMED RIGID BODIES, BUT IN REALITY, MOST OBJECTS DEFORM DURING COLLISIONS. ANALYZING THE REBOUND OF DEFORMABLE BODIES INVOLVES MORE COMPLEX MATHEMATICAL MODELS THAT ACCOUNT FOR STRESS, STRAIN, AND MATERIAL FAILURE. THIS IS CRUCIAL FOR UNDERSTANDING PHENOMENA LIKE THE DEFORMATION OF CAR BODIES IN A CRASH OR THE IMPACT OF A PROJECTILE ON A TARGET, WHERE PERMANENT SHAPE CHANGES ARE A SIGNIFICANT ASPECT OF THE INTERACTION.

THE STUDY OF REBOUND PHYSICS, FROM THE SIMPLE BOUNCE OF A BALL TO THE COMPLEX DYNAMICS OF AN ASTEROID IMPACT, OFFERS A WINDOW INTO THE FUNDAMENTAL LAWS GOVERNING OUR UNIVERSE. BY UNDERSTANDING HOW OBJECTS INTERACT, COLLIDE, AND EXCHANGE ENERGY, WE GAIN THE ABILITY TO PREDICT, INNOVATE, AND ENGINEER SOLUTIONS THAT SHAPE OUR WORLD IN COUNTLESS WAYS. IT'S A TESTAMENT TO THE POWER OF PHYSICS IN EXPLAINING AND IMPROVING OUR DAILY EXPERIENCES.

Q: WHAT IS THE MOST IMPORTANT FACTOR DETERMINING HOW HIGH A BALL WILL BOUNCE?

A: THE MOST IMPORTANT FACTOR DETERMINING HOW HIGH A BALL WILL BOUNCE IS ITS COEFFICIENT OF RESTITUTION (COR) IN RELATION TO THE SURFACE IT STRIKES. A HIGHER COR MEANS MORE KINETIC ENERGY IS RETAINED AFTER THE COLLISION, RESULTING IN A HIGHER BOUNCE.

Q: HOW DOES FRICTION AFFECT REBOUND PHYSICS?

A: FRICTION PRIMARILY AFFECTS THE TANGENTIAL (SIDEWAYS) MOTION DURING A COLLISION. WHILE NOT DIRECTLY IMPACTING THE PERPENDICULAR REBOUND, IT CAN CAUSE OBJECTS TO SPIN OR CHANGE THEIR TRAJECTORY AFTER BOUNCING, ESPECIALLY IN OBLIQUE IMPACTS. IT ALSO CONTRIBUTES TO ENERGY LOSS, MAKING COLLISIONS MORE INELASTIC.

Q: ARE ALL COLLISIONS IN SPACE PERFECTLY ELASTIC?

A: NO, COLLISIONS IN SPACE ARE RARELY PERFECTLY ELASTIC. WHILE THE VACUUM OF SPACE REDUCES SOME FORMS OF ENERGY LOSS, OBJECTS STILL DEFORM UPON IMPACT, GENERATING HEAT AND SOUND, WHICH DISSIPATES KINETIC ENERGY. HOWEVER, IN THE ABSENCE OF SIGNIFICANT ATMOSPHERIC DRAG OR FRICTION, THEY MIGHT APPEAR MORE ELASTIC THAN TERRESTRIAL COLLISIONS.

Q: HOW IS REBOUND PHYSICS USED IN DESIGNING SHOCK ABSORBERS?

A: SHOCK ABSORBERS ARE DESIGNED TO ABSORB AND DISSIPATE KINETIC ENERGY DURING IMPACTS TO PROTECT A VEHICLE OR ITS OCCUPANTS. THEY UTILIZE PRINCIPLES OF INELASTIC COLLISIONS, OFTEN EMPLOYING HYDRAULIC FLUID OR SPECIAL MATERIALS TO CONVERT THE KINETIC ENERGY OF A BUMP INTO HEAT, THEREBY REDUCING THE FORCE TRANSMITTED.

Q: WHAT IS THE DIFFERENCE BETWEEN ELASTIC AND INELASTIC COLLISIONS IN TERMS OF ENERGY?

A: IN AN ELASTIC COLLISION, KINETIC ENERGY IS CONSERVED, MEANING THE TOTAL KINETIC ENERGY BEFORE AND AFTER THE COLLISION IS THE SAME. IN AN INELASTIC COLLISION, SOME KINETIC ENERGY IS LOST AND CONVERTED INTO OTHER FORMS OF ENERGY, SUCH AS HEAT, SOUND, OR DEFORMATION.

Q: CAN A REBOUND OCCUR WITHOUT MOMENTUM BEING CONSERVED?

A: NO, MOMENTUM IS ALWAYS CONSERVED IN ANY COLLISION WITHIN A CLOSED SYSTEM, REGARDLESS OF WHETHER THE COLLISION IS ELASTIC OR INELASTIC. ENERGY CONSERVATION IS THE PROPERTY THAT DISTINGUISHES BETWEEN ELASTIC AND INELASTIC COLLISIONS.

Q: HOW DOES THE MASS OF COLLIDING OBJECTS INFLUENCE THE REBOUND?

A: THE MASS OF COLLIDING OBJECTS IS CRITICAL DUE TO THE LAW OF CONSERVATION OF MOMENTUM ($p=mv$). IF A LIGHT OBJECT COLLIDES WITH A VERY HEAVY, STATIONARY OBJECT, THE HEAVY OBJECT WILL MOVE VERY LITTLE, BUT THE LIGHT OBJECT WILL REBOUND WITH A SIGNIFICANT CHANGE IN VELOCITY. CONVERSELY, IF THE HEAVY OBJECT IS MOVING, IT CAN IMPART SIGNIFICANT MOMENTUM TO THE LIGHTER ONE.

Q: WHAT IS THE ROLE OF DEFORMATION IN REBOUND PHYSICS?

A: DEFORMATION IS A KEY ASPECT OF INELASTIC COLLISIONS. WHEN OBJECTS DEFORM UPON IMPACT, SOME OF THEIR KINETIC ENERGY IS USED TO PERMANENTLY OR TEMPORARILY CHANGE THEIR SHAPE. THIS ENERGY IS THEN TYPICALLY DISSIPATED AS HEAT AND SOUND, REDUCING THE ENERGY AVAILABLE FOR THE REBOUND.

[Rebound Physics](#)

Rebound Physics

Related Articles

- [stopping distance physics](#)
- [tao physics pdf](#)
- [sound wave equation physics](#)

[Back to Home](#)