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Abstract: The changes of vehicle behavior when using regenerative braking compared to braking with the hydraulic brake force distribution are investigated by comparing them to thresholds representing driver-perceivable changes in yaw, pitch, and roll in real driving conditions. Active chassis systems are then investigated to reduce these changes and therefore allow for higher regenerative braking at the rear axle. This illustrates the potential usage of active chassis systems to achieve higher energy efficiency without undesired feedback to the driver.

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