

**GENERAL CERTIFICATE OF SECONDARY EDUCATION
TWENTY FIRST CENTURY SCIENCE**

A333/01/INS

PHYSICS A

Unit 3: Ideas in Context plus P7
(Foundation Tier)

INSERT

**Wednesday 10 June 2009
Afternoon**

Duration: 60 minutes



MODIFIED LANGUAGE

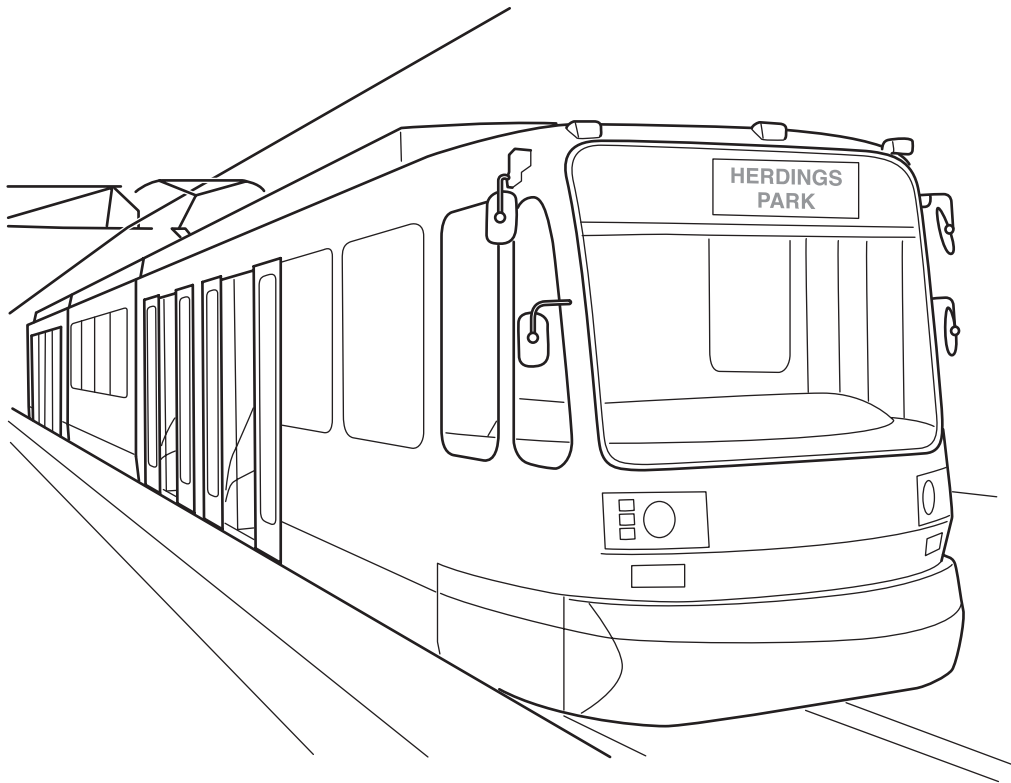
INSTRUCTIONS TO CANDIDATES

- This insert contains the article required to answer question 1.

INFORMATION FOR CANDIDATES

- This document consists of 4 pages. Any blank pages are indicated.

Sheffield Supertram System



The supertram is 34.8m long and 2.65m wide. This makes it one of the largest articulated cars ever built for public transport. An empty supertram has a mass of about 50 000kg. It can carry 88 people sitting down and an extra 162 passengers standing. The supertram has a top speed of 80km/h. There is an enormous change in momentum when the supertram pulls away from a stop and reaches top speed.

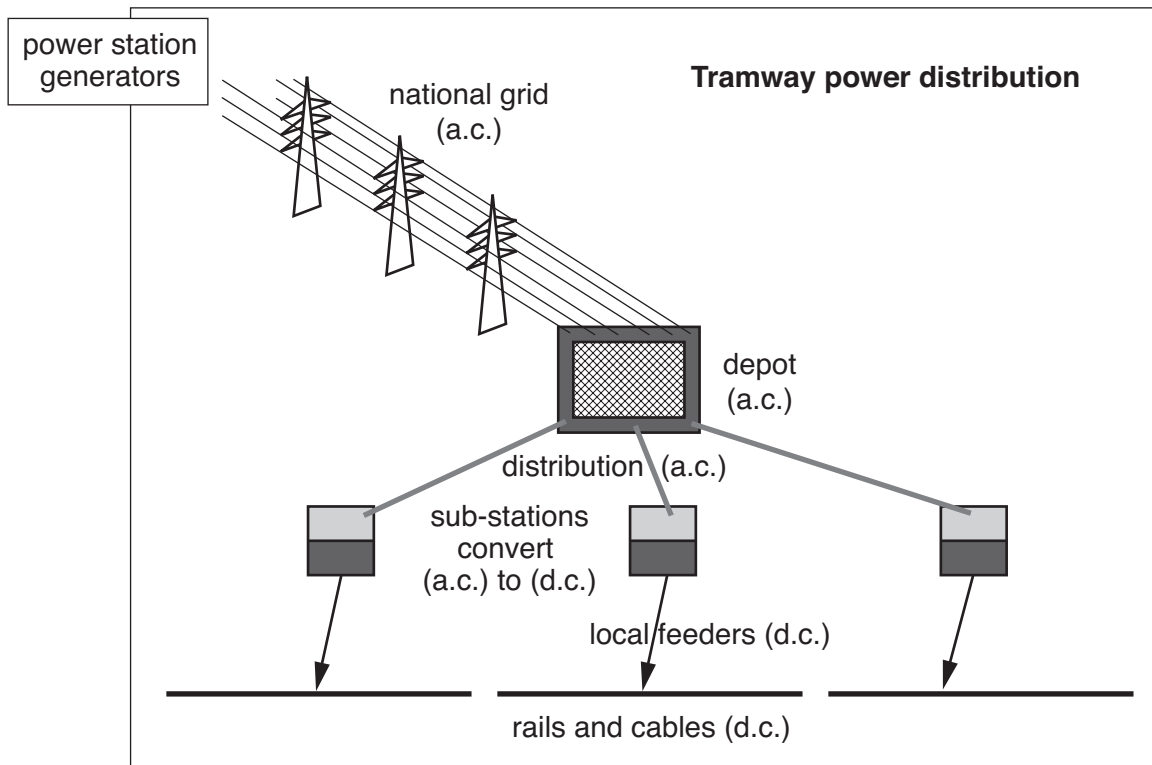
The steepest hill the supertram goes up and down has a slope of about 1 in 10. A lot of energy is needed for the tram to go up this hill in Sheffield. The gravitational potential energy of the supertram is mostly converted to kinetic energy when it is going down the hill. The kinetic energy is converted to electrical energy when the regenerative brakes are used to slow down the tram. The electrical energy can be stored in batteries or fed back into the tram circuit.

Electrical power

The tram uses electricity to work, usually from overhead cables. The electricity comes from the power supply, along the overhead cables and then flows down a pole. The pole sticks out of the top of the tram and touches the overhead cables.

The tram driver controls the flow of the electricity. He lets more electricity flow through when he wants to go faster.

The electricity flows through the motors, down to the wheels and into the rails. It flows back to the power supply along the rails. This means that if more than one supertram is on the tracks at the same time, they are in parallel in the electrical circuit.



The supertrams run on a 750 volt electrical supply. They use electricity from the national grid. This is transmitted as an alternating current (a.c.). The a.c. electricity is produced by generators in the power stations. The electricity is distributed across the tramway network as a.c. At local sub-stations near the rails it is transformed to the correct voltage for the overhead cable (750 volts) and converted to a direct current (d.c.).

**Copyright Information**

OCR is committed to seeking permission to reproduce all third-party content that it uses in its assessment materials. OCR has attempted to identify and contact all copyright holders whose work is used in this paper. To avoid the issue of disclosure of answer-related information to candidates, all copyright acknowledgements are reproduced in the OCR Copyright Acknowledgements Booklet. This is produced for each series of examinations, is given to all schools that receive assessment material and is freely available to download from our public website (www.ocr.org.uk) after the live examination series.

If OCR has unwittingly failed to correctly acknowledge or clear any third-party content in this assessment material, OCR will be happy to correct its mistake at the earliest possible opportunity.

For queries or further information please contact the Copyright Team, First Floor, 9 Hills Road, Cambridge CB2 1PB.

OCR is part of the Cambridge Assessment Group; Cambridge Assessment is the brand name of University of Cambridge Local Examinations Syndicate (UCLES), which is itself a department of the University of Cambridge.