

CORRECTIONS

DRAFT HEAVY-DUTY TECHNOLOGY AND FUELS ASSESSMENT: OVERVIEW

The following corrections to the Draft Heavy-Duty Technology and Fuels Assessment: Overview are based on comments received after the release of the Assessment, posted on April 3, 2015. The Air Resources Board staff thank those who provided these corrections.

p. 9, paragraph 2

The Proterra charging system is a conductive system, not inductive as written. A description of the newer Proterra 40' CATALYST bus is included in the BEV Technology Assessment. The current incremental cost of a battery electric bus has dropped significantly, with 40 foot battery electric buses available for \$750,000, compared to around \$900,000 in 2014. The battery electric bus pictured in Figure 4 is an older 35 foot model that was no longer available at the time of the release of this document. Proterra requested that Figure 4 be updated to show the 40 foot model.



Figure 4 (Revised).

p. 14, paragraph 1

The third sentence stating that the Odyne plug-in hybrid system has zero-emission range should be deleted. Although it does not provide any zero-emission driving range, the Odyne plug-in hybrid system offers start-stop technology, launch assist, and regenerative braking as well as ePTO usage. Start-stop and the use of ePTO allow for significant reductions in engine idle time, and commensurate emissions reductions.

p. 14, paragraph 2

The *Carolyn Dorothy* is one of two, not three, hybrid tugboats.

p. 15, paragraph

The first sentence should be changed to read “Figure 20 to the right shows an all-electric plug-in/battery/vehicle alternator truck transport refrigerator on a mid-sized truck.” (Underlined words added.) Similarly, the technology description under Figure 20 should be modified to read “All-electric plug-in/battery/vehicle alternator truck transport

refrigerator” and the picture of the Aura Systems TRU shown in Figure 20 (a discontinued model) should be replaced with new Figure 20 below:



Figure 20 (Revised).