DRAY CON TRANSPORT – COMMENTS REGARDING ELECTRIC DRAYAGE TRUCKS

- **Charging stations – Where would these charges? What type of lines would we see at charging stations? Would they even be readily available? Also, every yard/terminal would need the correct setup to charge the fleet overnight.**
  - **What implications would this have on individual towns power grids/capacity?**
  - **Is there any noise from charging one truck? What about a whole fleet? This could raise problems with neighbors/various town ordnances.**
- **Battery Range – many factors would affect this, almost impossible to have an accurate average or baseline – too many variables (discussed below).**
  - **Winter Battery – An article from 2019 states: cold temperatures can sap electric car batteries, temporarily reducing their range by more than 40 percent when interior heaters are used, a new study found. The study of five electric vehicles by AAA also found that high temperatures can cut into battery range, but not nearly as much as the cold.**
  - **https://apnews.com/article/04029bd1e0a94cd59ff9540a398c12d1#:~:text=DETROIT%20(AP)%20E2%80%94%20Cold%20temperatures,as%20much%20as%20the%20cold.**
- **Power – We know from Hi/Lo examples that electric ran power equipment does not perform as well as diesel/propane counterparts. There are limitations to weight capacity when using only electric. Would the electric trucks have the raw power to pull 50,000LB loads?**
- **Draw on Battery - Not all carriers haul the same freight. The battery life/ability to perform would vary based on the weight of the load and outside temps (running heat in cab during winter or a/c in summer). We would also see variation with respect to running refers... would the chassis have an electric genset…still use diesel... or tie into the trucks battery and draw on that?**
- **Dealers / Knowledge – With any new style of equipment, comes new types of problems. I would think we can expect to see longer downtimes when trucks break because mechanics are not familiar with all the issues that will occur. There will be a learning curve across the industry. Actual trained technicians who respond to road calls would have no precedent or reference to prior working experience.**