

# ELECTRIC HD REGIONAL HAUL TRACTORS



For more detailed information on these lessons learned, click [here](#).

Using the highest regenerative braking setting will extend range.

It is quick and easy to charge — park in the designated spot, plug in, confirm charging and go home.

Expect new OEMs and faster delivery of next generation products over the next several years.

BEVs offer significant and steady accelerating when compared to the rocking of diesel AMT powertrains.

Focus on setting BEV parameters to optimize performance of each truck and route.

Time for en route charging might require new driver pay models and operational modifications.

Today, lighter weight battery electric tractors are within 3,000 lbs. to 4,000 lbs. of their diesel counterparts.

Include all difficult-to-monetize BEV benefits in your TCO calculations.

Achieving TCO goals will be about managing your specific operation's details.

Get started, learn by doing. Fleet feedback to OEMs and utilities will help the industry.

Plan for cold weather, terrain, heavy loads when calculating battery sizing.

Chargers need management and maintenance.

Specify efficiency technologies, as you have for diesel MPG, to gain range without adding batteries.

Be clear on range metrics: per shift, per day, per charge cycle, etc.

Know your baseline metrics to compare against what the BEV delivers to calculate TCO.

Plan ahead for initial infrastructure to make future scaling easier.

Many companies that need the charging infrastructure do not own the site, requiring new lease contract terms.



# LESSONS LEARNED

What NACFE learned while conducting Run on Less – Electric

