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Charging stations comments

Did the model also take cold weather into consideration? When someone turns on the heater in an EV, the efficiency could drop from 3.5 kWh to 2.9 kWh. Range anxiety is the biggest concern for EV drivers when travelling. It also takes longer to charge an EV when the weather is cold.

There should be a minimum power supply per charging station. At Caltrans charging stations, most of the times, they are operating at maximum of 40 kWh. For private charging stations with up to 150 kWh, they sometimes operate at 35 kWh.

For scoring, proposed hardware and software reliability and durability should be a consideration. Case in point, during the past three years, contractor provided defective charging station screens with burn circles to Caltrans. The defective screens have not been replaced. A national brand charging company (EA if it is allowed to say so) has software issues preventing consumers from using charging stations. User interface and user experience should be a major consideration. Moreover, for equity, perhaps interface for ESL speakers should also be considered for disadvantage region.