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## **Odyne Comments: 2017-2018 Investment Plan Update for the Alternative and Renewable Fuel and Vehicle Technology Program**

Odyne Systems develops and produces plug-in hybrid electric systems for Medium-Heavy Duty vocational work trucks. We commend the California Energy Commission for its work in developing the 2017 -2018 Investment Plan for the Alternative and Renewable Fuel and Vehicle Technology Program and agree with proposed funding levels. Odyne has worked with the CEC previously on projects for medium and heavy duty vehicles and we appreciate the opportunity to work with the commission to reduce petroleum consumption and improve air quality through reduced Greenhouse Gas and NOx emissions.

Examples of vocational work trucks include aerial devices, digger derricks, compressor trucks, underground utility trucks, refuse trucks, Tree Trimmers and a host of other applications. A typical work truck will spend 4 hours or more per day performing stationary work with the heavy duty engine running to provide power for the work function. 50% or more of the fuel used and greenhouse gasses emitted and up to 90% of the NOx emissions occur during this stationary work cycle. They typically do not travel the high miles of goods transportation vehicles. Because of this, the development of a Plug-in Hybrid vocational vehicle focuses as much on electrifying the jobsite as it does on driving efficiencies; and different hybrid solutions emerge. Working with NTEA, we have estimated that 145,000 medium and heavy duty work trucks are produced annually by hundreds of final stage manufacturers and that there are over 1.4Million on the road today with an average age of 14.8 years. . While much focus is being placed on on-road efficiencies by heavy duty engine and chassis manufacturers, small businesses such as Odyne are developing the current, real world solutions for this unique segment of vehicles.

Odyne agrees with the commission's comments in the section of the updated investment plan regarding "Advanced Freight and Fleet Technologies" regarding matching the technology to the particular vehicle duty cycle and vocation. We encourage the commission to continue to recognize that a significant number of fleets operate vocational vehicles that have a combination of driving and stationary duty cycles and request the commission to include technologies that provide benefits over the entire duty cycle, including both driving and stationary operation, and help to reduce the cost of those technologies.

We applaud the diversity of the CEC 2017-2018 investment plan and urge the Commission to continue to consider the full range of Medium and Heavy-Duty vehicles as it begins to refine the scope of the Advance Freight and Fleet Technologies funding

Thank You

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