

From: [Art Lewellan](#)
To: Arneja, Paul@ARB
Subject: Re: BEV or PHEV freight truck options
Date: Monday, May 11, 2020 10:22:18 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello. I tried sending the email onto the electronic docket, but it didn't work.
Here's a further edited version:

Please consider a question about electric truck tech seriously. I am certain that Plug-in Hybrid PHEV is more appropriate than Big Battery BEV truck. Daimler's BEV truck has a huge 550kwh pack it will probably go through in 2 years. The same battery (and charging) resources could be distributed to 100 Prius Plug-in Hybrids and last 10 years and a few more as stationary low-power household use. Should we power "ONE" freight truck or as many as 500 households with a Prius PHEV in the garage? And please stop repeating the lie that we won't own cars in the future of "self-driving car" nonsense.

Both to heavier and to lighter vehicles, the more PHEV tech applies. Freight trucks should be PHEV for these and a lot more good reasons many may not have taken one moment to consider. We should reject political leaders' devotion to far-fetched high tech non-solutions.

As for High Speed Rail, a 125mph Talgo trainset "hybrid" locomotive is a better investment on heritage RR corridors than 200MPH Bullet trains on separate track. Talgo ride more comfortably than Acela. Build CAHSR Bakersfield to Sacramento first phase. Bakersfield to Burbank ala the Grapevine. Altamont as the better corridor than Pacheco. I've attached a Dumbarton Bridge route for CAHSR. Thanks for submitting this document however it gets on the record.

Art

On Mon, May 11, 2020 at 8:37 AM Arneja, Paul@ARB <Paul.Arneja@arb.ca.gov> wrote:

Hi Art,

Thank you for your comment. Please note that your email, written comments, attachments, and associated contact information (e.g., your address, phone, email, etc.) submitted to CARB in connection to a rulemaking must be compiled for this rulemaking file and will become part of the public record and may be subject to disclosure to the public upon request, as provided under the California Administrative Procedure Act (Gov Code §11347.3(b)(6))and California Public Records Act (Gov. Code, § 6250 et seq.).

To be considered by the Board and addressed in the Final Statement of Reasons, you must submit your comment to the electronic docket for this rulemaking **no later than the due date identified in the most recent 30-day Notice, available on CARB's rulemaking webpage.**

CARB's Rulemaking

Webpage: <https://ww2.arb.ca.gov/rulemaking/2019/advancedcleantrucks>

Electronic Docket: https://www.arb.ca.gov/lispub/comm/bcsubform.php?listname=act2019&comm_period=1

Sincerely,

Paul Arneja

Air Resources Engineer, Transportation and Clean Technology Branch

California Air Resources Board

Paul.arneja@arb.ca.gov cell: (916)-792-2033

[Advanced Clean Trucks](#)

From: Art Lewellan <lotilivo@gmail.com>
Sent: Sunday, May 10, 2020 10:26 AM
To: ARB Helpline <helpline@arb.ca.gov>
Subject: BEV or PHEV freight truck options

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Greetings. My question about electric truck tech in the subject line please consider seriously.

I am certain that Plug-in Hybrid PHEV is more appropriate than Big Battery BEV truck.

Daimler's BEV truck has a huge 550kwh pack it will probably go through in 2 years. The same battery (and charging) resources could be distributed to 100 Prius Plug-in Hybrids and last 10 years and a few more years as stationary low-power household uses. Should we power "ONE" freight truck or as many as 500 households with a Prius PHEV in the garage? And please do not repeat the lie that we're not going to own cars in the future of "self-driving car" nonsense.

Both to heavier and to lighter vehicles, the more PHEV tech applies. Freight trucks should

be PHEV for these and a lot more good reasons you may not have taken one moment to consider. We should reject political leaders' devotion to far-fetched high tech non-solutions.

Art Lewellan