| Powertrain, Vehicle Class, & Drivi Power train | ng Cycle | BEV | Biofuel Content | |
|---|-----------|-------------|---------------------------------|----------|
| Vehicle class | | | For ICEV-G, HEV, and PHEV only: | |
| ICEV, HEV, FCV: Compact, Mid-Size, SUV | | FSV A-Class | Volumetric ethanol content | 0% |
| BEV, PHEV: FSV A-Class, FSV | / C-Class | | Ethanol source | Corn |
| Driving cycle | | WLTP 3b | For ICEV-D only: | |
| Powertrain resize for equivalent performance? | | Yes | Volumetric biodiesel content | 0% |
| · | | | Biodiesel source | Soybeans |
| Lifetime vehicle mileage TM km | | 200,000 | Electricity Source | |
| - | miles | 124,301 | (for BEV and PHEV only): | USA |
| Suggested value for selected power train km | | 150,000 | | |
| | miles | 93,226 | | |

| Bill of Materials | Material Replacement (| oefficie | nts (to r | nild steel) | | Final Material |
|--|---|----------|---------------------|---------------|--------|-----------------|
| BOM-based data entry? | Contender Vehicle 1 | | Contender Vehicle 2 | | | |
| If yes, only select use phase parameters | AHSS ks | 0.75 | kg / kg | 0.75 k | g/kg | |
| and then go to BOM Entry spreadsheet. | Aluminum ka | 0.67 | kg / kg | 0.67 H | g/kg | Flat carb |
| | FRP kc | 0.55 | kg / kg | 0.55 H | g/kg | Long & spec |
| Baseline Vehicle Mass | Magnesium km | 0.50 | kg / kg | 0.50 k | g/kg | Cast iron a |
| 1063 Vehicle mass VM _b (in kg) | | | | | | Fla |
| 2344 Vehicle mass VM _b (in lbs) | Composition of replaci | | | | | Long & specia |
| 1063 Default VM _b (in kg) | Contender Vehicle 1 Contender Vehicle 2 | | | icle 2 | Cas | |
| 2344 Default VM _b (in lbs) | | % of ∆M | kg | % of ∆M | kg | Rolled al |
| | Flat AHSS | 90% | 189.5 | 0% | 0.0 | Extruded al |
| Mass of Removed Material | Long & special AHSS | 10% | 21.1 | 0% | 0.0 | Cast al |
| 280.72 Removed material ∆M (in kg) | Cast AHSS | 0% | 0.0 | 0% | 0.0 | Rolled maç |
| 619 Removed material ∆M (in lbs) | Rolled aluminum | 0% | 0.0 | 70% | 131.7 | Cast maç |
| 280.72 Default body structure (in kg) | Extruded aluminum | 0% | 0.0 | 30% | 56.4 | |
| 619 Default body structure (in lbs) | Cast aluminum | 0% | 0.0 | 0% | 0.0 | |
| | Rolled magnesium | 0% | 0.0 | 0% | 0.0 | |
| Composition of Removed Material | Cast magnesium | 0% | 0.0 | 0% | 0.0 | |
| kg % of ∆M | SMC | 0% | 0.0 | 0% | 0.0 | Rubber (excludi |
| 252.65 90% Flat carbon steel | GFRP | 0% | 0.0 | 0% | 0.0 | |
| 28.072 10% Long & special steel | CFRP | 0% | 0.0 | 0% | 0.0 | |
| 0 0% Cast iron and steel | Totals | 100% | 210.5 | 100% | 188.1 | Stainle |
| 280.72 100% | | | | | | |
| | Primary Mass Savings | | | | | |
| Secondary Mass savings s | Conter | der Veh | icle 1 | Contender Veh | icle 2 | |
| 30% of Primary Mass Savings | | 70.2 | kg | 92.6 | g | |

Vehicle m

Scenario Recorder

| Powertrain, Vehicle Class, & Driving Cycle | | | |
|--|-----|-----------------|--|
| Power train | BEV | Biofuel Content | |

| Powertrain, Vehicle Class, & Driving Cycle | | | |
|--|-----|-----------------|--|
| Power train | BEV | Biofuel Content | |

| Powertrain, Vehicle Class, & Driving Cycle | | | |
|--|-----|-----------------|--|
| Power train | BEV | Biofuel Content | |