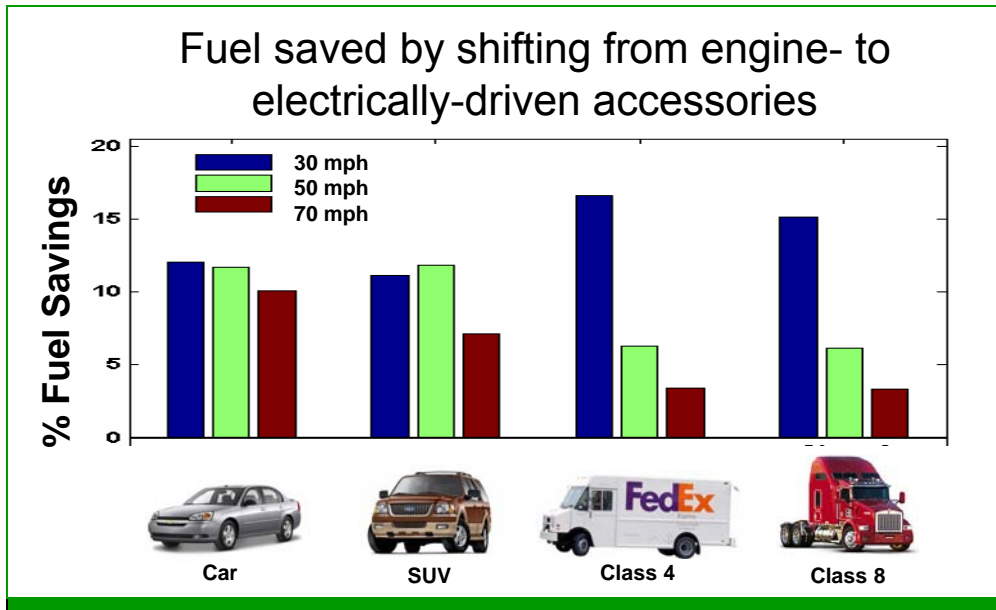
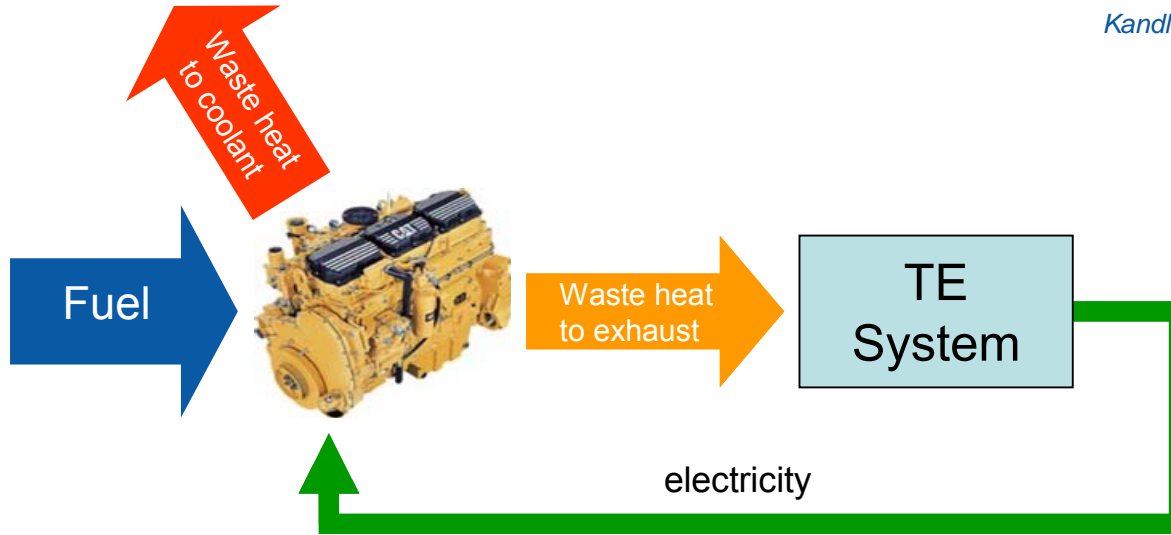


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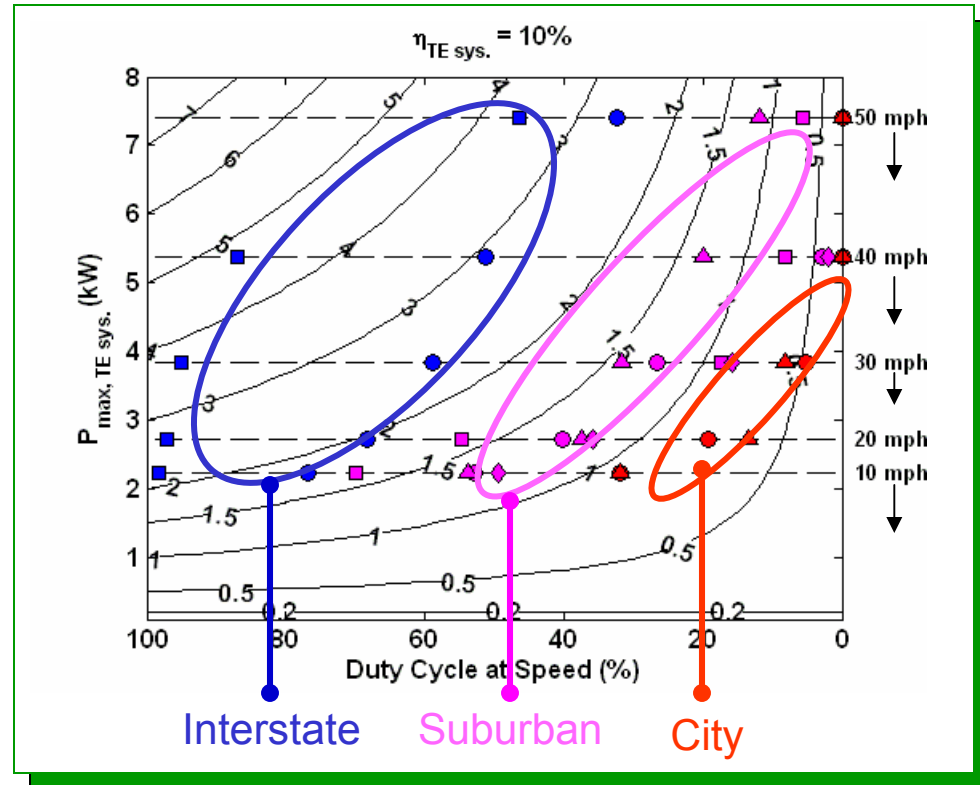
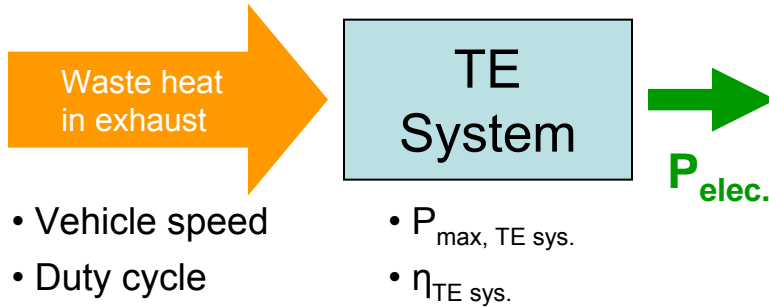
- potential fuel savings
- cost/mass analysis
- waste heat availability





Class 8 truck

Electrical power generated depends on driving cycle, thermoelectric system size & efficiency



For Class 8 trucks, this steady-state, warm-start analysis found:

- **Present** (5-10% eff.): Electrical output comparable to alternator → 1-3% fuel savings
- **Future** (15% eff.): Electrical output driving $\sim 1/2$ of accessories → 2-9% fuel savings