

# Erratum to “A Global Optimal Solution to the Eco-Driving Problem”

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In the above article [1], Tables I and II appeared incorrectly. Both are presented here in their entirety.

**TABLE I**  
EV PARAMETERS IN [10]

$p_0$ : 3	$v(t_o)$ : 0	$m$ : 1	$t_o$ : 0
$p_1$ : 0.4	$v(t_f)$ : 0	$g$ : 1	$t_f$ : 1
$p_2$ : -1	$s(t_o)$ : 0	$c_r$ : 0.1	$\tau$ : 0.001
$p_3$ : 0.1	$s(t_f)$ : 10	$\sigma_d$ : $10^{-3}$	$v_0(t)$ : 0

**TABLE II**  
PARAMETERS FOR THE HEAVY-DUTY VEHICLE EXAMPLE

$\beta_0$ : 0.292	$v(t_o)$ : 70[km/h]	$m$ : 15950[kg]	$t_o$ : 0[s]
$\beta_1$ : 1.005	$v(t_f)$ : 70[km/h]	$g$ : 9.81[m/s <sup>2</sup> ]	$t_f$ : 1080[s]
$\beta_2$ : $2.652 \times 10^{-4}$	$s(t_o)$ : 0[km]	$c_r$ : 0.1	$\bar{v}$ : 80[km/h]
$\tau$ : 5[s]	$s(t_f)$ : 21[km]	$\sigma_d$ : 3.1246	$v$ : 60[km/h]

## REFERENCES

- [1] G. P. Padilla, S. Weiland, and M. C. F. Donkers, “A global optimal solution to the eco-driving problem,” *IEEE Control Syst. Lett.*, vol. 2, no. 4, pp. 599–604, Oct. 2018, doi: [10.1109/LCSYS.2018.2846182](https://doi.org/10.1109/LCSYS.2018.2846182).

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