In Figure 4.28 the energy consumption per distance is normalized per $100\,kg$ of vehicle mass. Then it seems like smaller cars are those that are the least efficient per mass for the NEDC cycle.

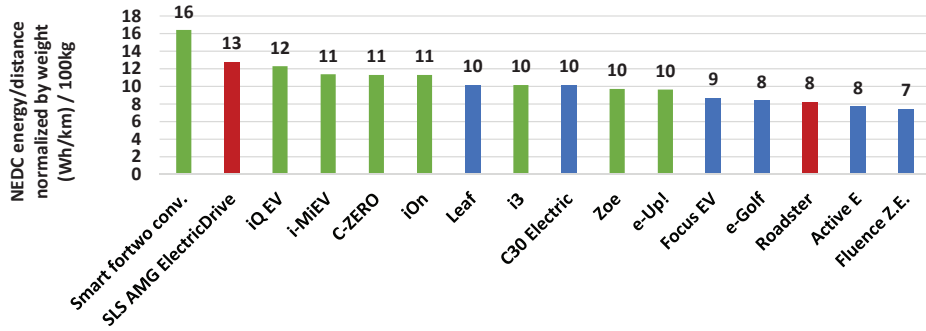

Figure 4.28 Energy per distance normalized by curb weight, during NEDC for commercial BEVs.

4.3.3 Cumulative braking energy per braking power level

In Figure 4.29 cumulative braking energy as a function of cycle speed, for all three cars and all test cycles, is depicted (there is no difference between the different cars). For the Urban cycles, $20\,\%$ of the braking energy is available at speeds up to $20\,km/h$ as lowest and $60\,km/h$ as highest. Thus, a relatively small part of the braking energy is related to low speed levels. However, for those cycles with relatively low top speed (e.g. the Urban cycles) a greater part of the braking energy is related to low speed, while it is the opposite for those cycles with long durations at high speed levels.

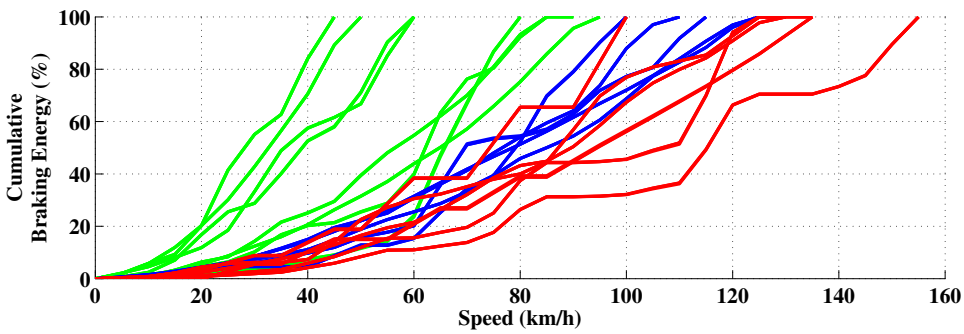

Figure 4.29 Cumulative braking energy per reach speed level, for all three concept cars, and all Test Cycles, where green, blue, red represent Urban, Rural and Highway respectively.

Similarly, in Figure 4.30 cumulative braking energy as a function of braking power, for all three cars and all test cycles, is depicted. In this case the levels of braking power differs