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# Corrigendum: Comparison and analysis of GPS measured electric vehicle charging demand: The case of Western Sweden and Seattle

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## KEYWORDS

electric vehicles, charging demand, driving behavior, GPS measurements, Sweden, Seattle

## A Corrigendum on

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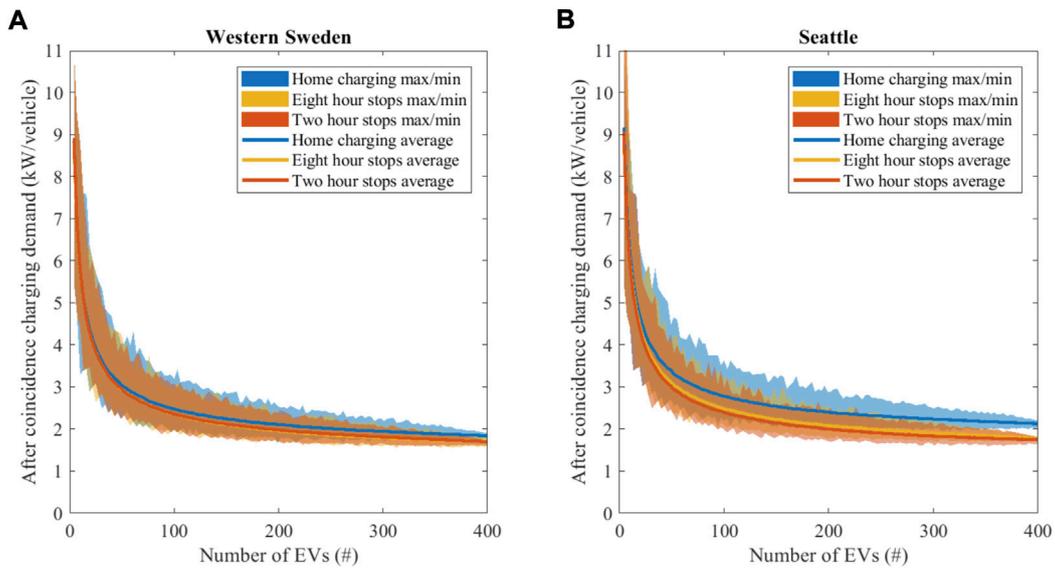
#### Error in Figure/Table

In the original article, there was error in the [Figures 2–5](#), all captions are correct. The correct Figures and order are presented below.

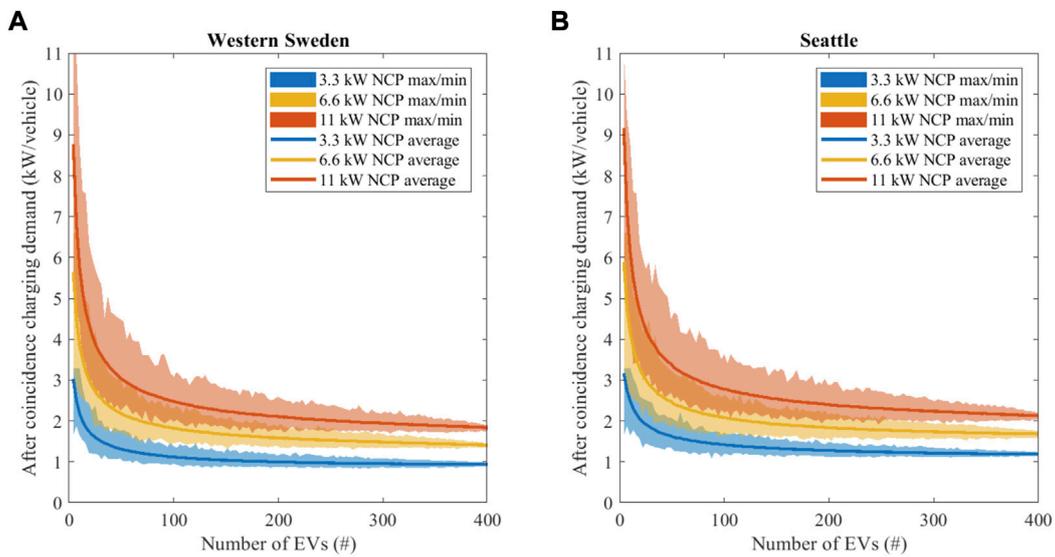
The authors apologize for this error and state that this does not change the scientific results or conclusions of the article in any way. The original article has been updated.

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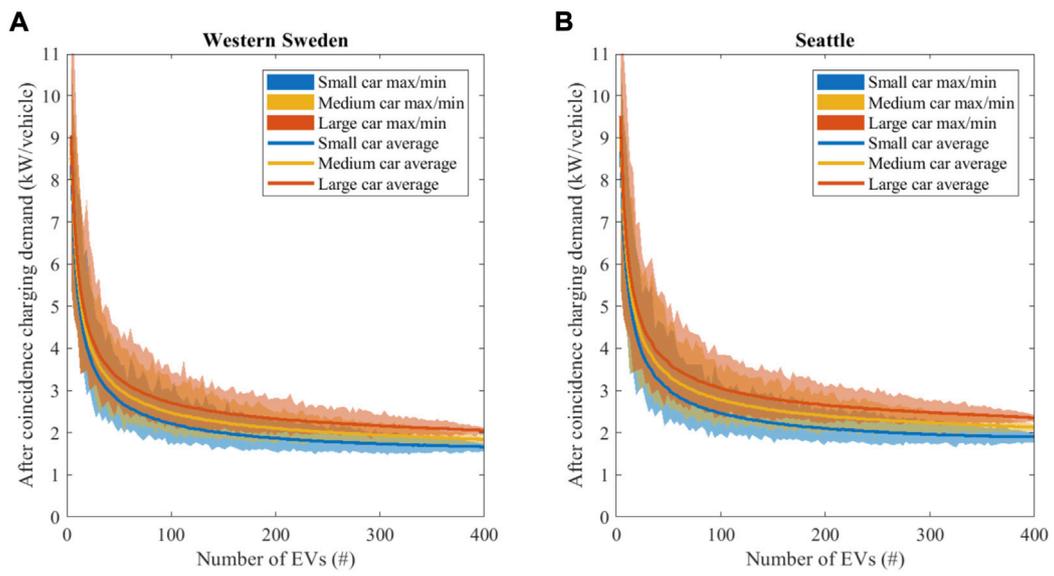
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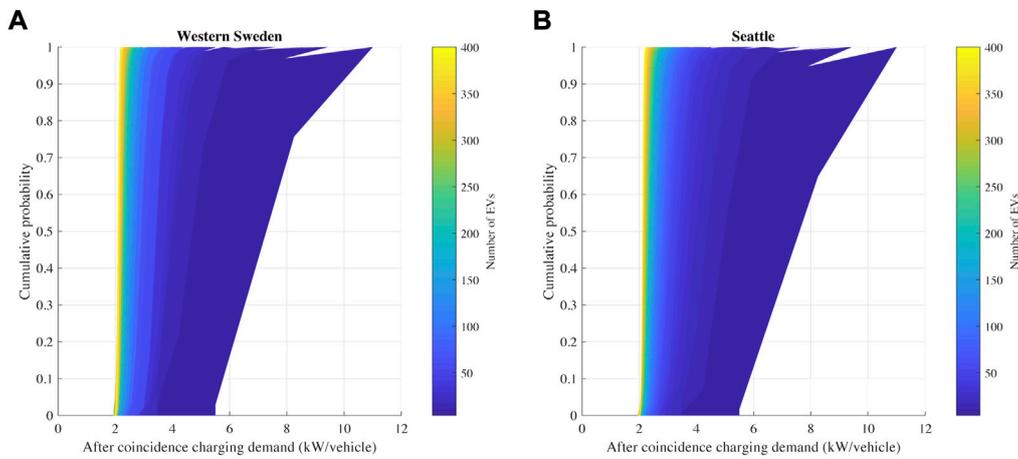
**FIGURE 2** After-coincidence charging power demand for the highest hour of the year and as an average for all combination of vehicles for three different charging locations, (blue) charging at home location, (yellow), charging when the car is parked for at least 8 h in a row and (red) charging when the car is parked for at least 2 h in a row. The nominal charging power is 11 kW and the electricity demand per km is assumed to be 0.2 kWh/km. Data for Western Sweden in (A) and Seattle (B). Shaded areas show variation (max and min) from the randomized combinations.



**FIGURE 3** After-coincidence charging power demand for the highest hour of the year and as an average for all combination of vehicles with different driving patterns. After-coincidence charging power demand for three different Nominal Charging Powers (NCP). Charging location is home only and electricity demand per km is assumed to be 0.20 kWh/km. Data for Western Sweden in (A) and Seattle (B). Shaded areas show variation (max and min) from the randomized combinations.



**FIGURE 4** After-coincidence charging power demand for the highest hour of the year and as an average for all combination of vehicles with different driving patterns. After-coincidence charging power demand for three different sized cars. Charging location is home only and nominal charging power is 11 kW. Data for Western Sweden in (A) and Seattle (B). Shaded areas show variation (max and min) from the randomized combinations.



**FIGURE 5** Empirical Cumulative Distribution Function (CDF) of after-coincidence charging power demand based on 132,000 randomized combinations of vehicles. Results for Western Sweden (A) and Seattle (B). The nominal charging power is 11 kW, the electricity demand per km is assumed to be 0.2 kWh/km and charging location is home only.