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|------------------------|---|-------|
| $EIR$                  | Energy input ratio  | [-]   |
| $EIR_a$                | Adjusted energy input ratio                                   | [-]   |
| $i_{diff}$             | Differential gear ratio                                       | [-]   |
| $M_{veh}$              | Vehicle mass (half-loaded, without main hydraulic components) | [kg]  |
| $M_{veh,total}$        | Total vehicle mass  | [kg]  |
| $r_{wheel}$            | Wheel radius  | [m]   |
| $r_{wheel,e}$          | Effective wheel radius  | [m]   |
| $SoC_{Acc}$            | Accumulator state-of-charge                                   | [-]   |
| $SoC_f$                | Final state-of-charge   | [-]   |
| $SoC_{low}$            | Lower state-of-charge boundary                                | [-]   |
| $SoC_{high}$           | Higher state-of-charge boundary                               | [-]   |
| $t_{end}$              | End time of drive cycle                                       | [s]   |
| $t_{start}$            | Start time of drive cycle                                     | [s]   |
| $T_{veh,1}, T_{veh,2}$ | Torque on vehicle's axle                                      | [Nm]  |
| $v_c$                  | Actual vehicle velocity                                       | [m/s] |
| $v_{ref}$              | Reference velocity  | [m/s] |
| $x_{max}$              | Total drive cycle distance                                    | [m]   |

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