Review of: "Optimizing Energy Efficiency for Connected and Autonomous Electric Vehicles in the Context of Vehicle-Traffic Interaction"

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Potential competing interests: No potential competing interests to declare.

The authors have formulated the ECO approach, introducing an innovative bias deep compensative estimator for ascertaining vehicle dynamics model parameters. These identified parameters are subsequently applied to convert traffic environment constraints into powertrain constraints tailored for CAEVs. In their pursuit of optimal energy efficiency while respecting powertrain limitations, they have established a novel velocity-torque coordinate system to standardize these constraints.

The authors need to conduct a comparison of their findings with benchmark data.