

Review of the U.S. Department of Energy's Heavy Vehicle Technologies Program

Review Of The Us Department Of Energys Heavy Vehicle Technologies Program

**United States. Congress. House.
Committee on Appropriations.
Subcommittee on Department of the
Interior and Related Agencies**

Review Of The Us Department Of Energys Heavy Vehicle Technologies Program:

Review of the U.S. Department of Energy's Heavy Vehicle Technologies Program National Research Council, Commission on Engineering and Technical Systems, Board on Energy and Environmental Systems, Committee on Review of DOE's Office of Heavy Vehicle Technologies, 2000-12-01 As national priorities have been focused both on reducing fuel consumption and improving air quality attention has increased on reducing emissions from many types of vehicles including light duty medium duty and heavy duty diesel powered vehicles Meeting the recently promulgated and proposed emission standards and simultaneously increasing fuel economy will pose especially difficult challenges for diesel powered vehicles and will require the development of new emission reduction technologies In response to a request from the director of OHVT the National Research Council formed the Committee on Review of DOE s Office of Heavy Vehicle Technologies to conduct a broad independent review of its research and development R D activities Review of the U.S. Department of

Energy's Heavy Vehicle Technologies Program ,2000 **Review of the 21st Century Truck Partnership** National Academies of Sciences, Engineering, and Medicine, Division on Engineering and Physical Sciences, Board on Energy and Environmental Systems, Committee to Review the 21st Century Truck Partnership, Phase 3, 2015-11-25 The 21st Century Truck Partnership 21CTP works to reduce fuel consumption and emissions increase heavy duty vehicle safety and support research development and demonstration to initiate commercially viable products and systems This report is the third in a series of three by the National Academies of Sciences Engineering and Medicine that have reviewed the research and development initiatives carried out by the 21CTP Review of the 21st Century Truck Partnership Third Report builds on the Phase 1 and 2 reviews and reports and also comments on changes and progress since the Phase 2 report was issued in 2012

Review of the 21st Century Truck Partnership, Second Report National Research Council, Division on Engineering and Physical Sciences, Board on Energy and Environmental Systems, Committee to Review the 21st Century Truck Partnership, Phase 2, 2012-07-04 In July 2010 the National Research Council NRC appointed the Committee to Review the 21st Century Truck Partnership Phase 2 to conduct an independent review of the 21st Century Truck Partnership 21CTP The 21CTP is a cooperative research and development R D partnership including four federal agencies the U S Department of Energy DOE U S Department of Transportation DOT U S Department of Defense DOD and the U S Environmental Protection Agency EPA and 15 industrial partners The purpose of this Partnership is to reduce fuel consumption and emissions increase heavy duty vehicle safety and support research development and demonstration to initiate commercially viable products and systems This is the NRC s second report on the topic and it includes the committee s review of the Partnership as a whole its major areas of focus 21CTP s management and priority setting efficient operations and the new SuperTruck program **Hidden Costs of Energy** National Research Council, Policy and Global Affairs, Board on Science, Technology, and Economic Policy, Division on Engineering and Physical Sciences, Board on Energy and Environmental Systems, Division on Earth and Life

Studies, Board on Environmental Studies and Toxicology, Committee on Health, Environmental, and Other External Costs and Benefits of Energy Production and Consumption, 2010-05-26 Despite the many benefits of energy most of which are reflected in energy market prices the production distribution and use of energy causes negative effects Many of these negative effects are not reflected in energy market prices When market failures like this occur there may be a case for government interventions in the form of regulations taxes fees tradable permits or other instruments that will motivate recognition of these external or hidden costs The Hidden Costs of Energy defines and evaluates key external costs and benefits that are associated with the production distribution and use of energy but are not reflected in market prices The damage estimates presented are substantial and reflect damages from air pollution associated with electricity generation motor vehicle transportation and heat generation The book also considers other effects not quantified in dollar amounts such as damages from climate change effects of some air pollutants such as mercury and risks to national security While not a comprehensive guide to policy this analysis indicates that major initiatives to further reduce other emissions improve energy efficiency or shift to a cleaner electricity generating mix could substantially reduce the damages of external effects A first step in minimizing the adverse consequences of new energy technologies is to better understand these external effects and damages The Hidden Costs of Energy will therefore be a vital informational tool for government policy makers scientists and economists in even the earliest stages of research and development on energy technologies

Review of the Research

Program of the U.S. DRIVE Partnership National Research Council, Division on Engineering and Physical Sciences, Board on Energy and Environmental Systems, Committee on Review of the U.S. DRIVE Research Program, Phase 4, 2013-05-13 Review of the Research Program of the U S DRIVE Partnership Fourth Report follows on three previous NRC reviews of the FreedomCAR and Fuel Partnership which was the predecessor of the U S DRIVE Partnership NRC 2005 2008a 2010 The U S DRIVE Driving Research and Innovation for Vehicle Efficiency and Energy Sustainability vision according to the charter of the Partnership is this American consumers have a broad range of affordable personal transportation choices that reduce petroleum consumption and significantly reduce harmful emissions from the transportation sector Its mission is as follows accelerate the development of pre competitive and innovative technologies to enable a full range of efficient and clean advanced light duty vehicles LDVs as well as related energy infrastructure The Partnership focuses on precompetitive research and development R D that can help to accelerate the emergence of advanced technologies to be commercialization feasible The guidance for the work of the U S DRIVE Partnership as well as the priority setting and targets for needed research are provided by joint industry government technical teams This structure has been demonstrated to be an effective means of identifying high priority long term precompetitive research needs for each technology with which the Partnership is involved Technical areas in which research and development as well as technology validation programs have been pursued include the following internal combustion engines ICEs potentially operating on conventional and various alternative fuels

automotive fuel cell power systems hydrogen storage systems especially onboard vehicles batteries and other forms of electrochemical energy storage electric propulsion systems hydrogen production and delivery and materials leading to vehicle weight reductions **Department of Transportation and Related Agencies Appropriations for Fiscal Year 1999** United States. Congress. Senate. Committee on Appropriations. Subcommittee on Transportation and Related Agencies,1999 **Energy and Water Development Appropriations for 2006: Dept. of the Army, Corps of Engineers** United States. Congress. House. Committee on Appropriations. Subcommittee on Energy and Water Development,2005

Department of the Interior and Related Agencies Appropriations for 2001: Justification of the budget estimates, United States Forest Service, Department of Energy United States. Congress. House. Committee on Appropriations. Subcommittee on Department of the Interior and Related Agencies,2000 **Department of the Interior and Related Agencies Appropriations for 2005** United States. Congress. House. Committee on Appropriations. Subcommittee on Dept. of the Interior and Related Agencies,2004 **Use of Lightweight Materials in 21st Century Army Trucks** National Research Council,Division on Engineering and Physical Sciences,National Materials Advisory Board,Committee on Lightweight Materials for 21st Century Army Trucks,2003-04-02 In order to achieve the Army s envisioned Objective Force related to deployability transportability and mobility the Committee on Lightweight Materials for the 21st Century Army Trucks was asked to identify research and technology development opportunities related to the introduction of new lightweight structural materials for light medium and heavy Army trucks **Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles** National Research Council,Transportation Research Board,Division on Engineering and Physical Sciences,Board on Energy and Environmental Systems,Committee to Assess Fuel Economy Technologies for Medium- and Heavy-Duty Vehicles,2010-07-30 Technologies and Approaches to Reducing the Fuel Consumption of Medium and Heavy Duty Vehicles evaluates various technologies and methods that could improve the fuel economy of medium and heavy duty vehicles such as tractor trailers transit buses and work trucks The book also recommends approaches that federal agencies could use to regulate these vehicles fuel consumption Currently there are no fuel consumption standards for such vehicles which account for about 26 percent of the transportation fuel used in the U S The miles per gallon measure used to regulate the fuel economy of passenger cars is not appropriate for medium and heavy duty vehicles which are designed above all to carry loads efficiently Instead any regulation of medium and heavy duty vehicles should use a metric that reflects the efficiency with which a vehicle moves goods or passengers such as gallons per ton mile a unit that reflects the amount of fuel a vehicle would use to carry a ton of goods one mile This is called load specific fuel consumption LSFC The book estimates the improvements that various technologies could achieve over the next decade in seven vehicle types For example using advanced diesel engines in tractor trailers could lower their fuel consumption by up to 20 percent by 2020 and improved aerodynamics could yield an 11 percent reduction Hybrid powertrains could lower the

fuel consumption of vehicles that stop frequently such as garbage trucks and transit buses by as much 35 percent in the same time frame

Effectiveness and Impact of Corporate Average Fuel Economy (CAFE) Standards National Research Council, Transportation Research Board, Division on Engineering and Physical Sciences, Board on Energy and Environmental Systems, Committee on the Effectiveness and Impact of Corporate Average Fuel Economy (CAFE) Standards, 2002-01-29 Since CAFE standards were established 25 years ago there have been significant changes in motor vehicle technology globalization of the industry the mix and characteristics of vehicle sales production capacity and other factors This volume evaluates the implications of these changes as well as changes anticipated in the next few years on the need for CAFE as well as the stringency and or structure of the CAFE program in future years

Fiscal Year 2000 Department of Energy Budget Authorization Request, Parts I and II United States. Congress. House. Committee on Science. Subcommittee on Energy and Environment, 2000

Examining Federal Vehicle Technology Research and Development Programs United States. Congress. House. Committee on Science and Technology (2007). Subcommittee on Energy and Environment, 2009

The Fiscal Year 2016 Budget Request for the U.S. Department of Energy United States. Congress. Senate. Committee on Energy and Natural Resources, 2015

Department of the Interior and Related Agencies Appropriations for 2001 United States. Congress. House. Committee on Appropriations. Subcommittee on Department of the Interior and Related Agencies, 2000

List of Classes of United States Government Publications Available for Selection by Depository Libraries, 2010

Department of the Interior and Related Agencies Appropriations for 2000: Justification of the budget estimates: United States Forest Service, Department of Energy United States. Congress. House. Committee on Appropriations. Subcommittee on Department of the Interior and Related Agencies, 1999

Diesel Emissions and Their Control, 2nd Edition W. Addy Majewski, Hannu Jääskeläinen, 2023-12-20 Engineers applied scientists students and individuals working to reduce emissions and advance diesel engine technology will find the second edition of *Diesel Emissions and Their Control* to be an indispensable reference Whether readers are at the outset of their learning journey or seeking to deepen their expertise this comprehensive reference book caters to a wide audience In this substantial update to the 2006 classic the authors have expanded the coverage of the latest emission technologies With the industry evolving rapidly the book ensures that readers are well informed about the most recent advances in commercial diesel engines providing a competitive edge in their respective fields The second edition has also streamlined the content to focus on the most promising technologies This book is rooted in the wealth of information available on DieselNet.com where the Technology Guide papers offer in depth insights Each chapter includes links to relevant online materials granting readers access to even more expertise and knowledge The second edition is organized into six parts providing a structured journey through every aspect of diesel engines and emissions control Part I A foundational exploration of the diesel engine combustion and essential subsystems Part II An in depth look at emission characterization health

and environmental impacts testing methods and global regulations Part III A comprehensive overview of diesel fuels covering petroleum diesel alternative fuels and engine lubricants Part IV An exploration of engine efficiency and emission control technologies from exhaust gas recirculation to engine control Part V The latest developments in diesel exhaust aftertreatment encompassing catalyst technologies and particulate filters Part VI A historical journey through the evolution of diesel engine technology with a focus on heavy duty engines in the North American market ISBN 9781468605693 ISBN 9781468605709 ISBN 9781468605716 DOI 10.4271/9781468605709

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