

**U.S. DEPARTMENT OF ENERGY MULTI-LABORATORY
HEAVY VEHICLE EMISSIONS REDUCTION PROGRAM**

J. W. Patten

Battelle Memorial Institute

The U.S. Department of Energy's (DOE) Office of Transportation Technologies/Office of Heavy Vehicle Technologies (OTT/OHVT) sponsors research that today represents the single largest concentration of diesel technology development in the U.S. Government. Even though this work is specifically directed toward the heavy-duty and light-truck segments of the economy, it also provides the core of essential technology development for the entire diesel community. In essence, OHVT on-highway technology development, with co-funding from other parts of OTT, supports technology for fuel economy improvements and exhaust emissions reduction in all heavy-duty machinery in construction, mining, logging, agriculture, inland marine, and rail.

In 2000, the OHVT asked the National Research Council (NRC) to conduct an independent review of its programs. In this review, the NRC found that

The diesel engine is the most efficient, economical power plant available today for trucks...However, the fuel economy benefit of the diesel engine will not be realized unless emissions standards can be met.... The Office of Heavy Vehicle Technologies (OHVT) should reevaluate its priorities and increase support of projects focused on overcoming the most critical barriers to success. For example, meeting emissions standards will be critical to OHVT's program on advanced combustion engines. Therefore, emissions should be a major focus of this program.

The central strategy for the OHVT has for many years been to team with industry in R&D programs that are heavily cost shared by industry. These programs sometimes also include DOE national laboratories as team members on specific project teams. As the new emissions standards are becoming extremely difficult technically, an additional strategy selected by the OHVT is to increase the engagement and the utilization of the DOE national laboratories. The approach will be to unify the national laboratories in a coordinated emissions reduction technology program, with the best capabilities of each laboratory linked to complementary capabilities in other laboratories, and with the program objectives and the form of the delivered information being developed under the advisement of the U.S. diesel community.

Organization of this work has been in progress for several months, and R&D will start in FY 2001. The organization process, national laboratory and industry team members, key national laboratory resources, selected priorities, supporting logic, and anticipated funding and schedule are described. Public comments and suggestions are sought, in order to assure that this program is as broadly useful as possible, within the constraints of available resources and time.