

CARL MOYER ADVANCED TECHNOLOGY PROGRAM

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The Carl Moyer Advanced Technology Program funds the development and demonstration of advanced diesel and alternative fuel technologies that will be eligible for incentives. It is part of the Carl Moyer Memorial Air Quality Standards Attainment Program, which provides incentives for heavy-duty vehicle projects that provide cost-effective NO_x reduction benefits to help the State to attain health-based air quality standards.

The Program solicited in late 1999 and awarded grants in mid-2000 to five projects:

Company/Organization	Amount of Grant	Project Title
Ceryx	\$623,653	QuadCAT Aftertreatment for HDD Engines
Delphi	\$583,090	Non-Thermal Plasma Aftertreatment for HDD Engines
Englehard	\$284,257	F-T Diesel plus DPX Aftertreatment
Detroit Diesel	\$1,330,966 (co-funded with SCAQMD and NREL)	0.5 g/bhp-hr NO _x Series 50G HDNG Engine
Cummins/Westport	\$998,586 (co-funded with SCAQMD and NREL)	0.5 g/bhp-hr NO _x ISX HPDI HDNG Engine

The Program solicited a second round of applications in late 2000 and awarded grants in mid-2001 to five projects and to SCAQMD to co-fund the Next Generation Natural Gas Vehicle Program:

Company/Organization	Amount of Grant	Project Title
ISE Research	\$485,826	Development and Demonstration of Turbine-Driven Hybrid Electric Buses with Capstone 60- kW Microturbine Engines Being Developed for Diesel, Natural Gas, and Propane Fuel (buses operated on propane by LA DOT can be connected to the grid to supply power during emergencies)
SCAQMD/DDC	\$500,000 (co-funded with ARB)	Augmentation of 0.5 g/bhp-hr NO _x Series 50G Natural Gas Engine to Accelerate Reliability Development of 10/2002 Introduction
Sorbent Technologies Corp.	\$440,000	Demonstration of Retrofit NO _x Filter for Stationary and Mobile HDD engines – SNR – Adsorb NO _x and Recirculate into Engine Intake
SCAQMD/NREL	\$400,000	Development and Demonstration of F-T Diesel-Powered Vehicles with Retrofit Control of NO _x and PM
CAVTEC	\$250,000	Emission Testing to Identify NO _x and PM Benefits from CalTrans Use of F-T Diesel and Aftertreatment in HDD Engines
SCAQMD/NREL	\$447,174	Next Generation Natural Gas Vehicle Program <ul style="list-style-type: none"> • Cummins Westport, Inc.: B5.9G <i>Plus</i> with Aftertreatment – 0.5 g/bhp-hr NO_x • PACCAR/Cummins Westport: Class 3-6 and Class 7-8 NGV Development

The presentation will provide an update on the status of these projects to date.