



## Environmental Data and Governance Initiative Website Tracking Report

[envirodatagov.org](http://envirodatagov.org) | [edgi.websitetracking@protonmail.com](mailto:edgi.websitetracking@protonmail.com)

### Changes to DOE's Office of Energy Efficiency & Renewable Energy Vehicle Technologies Office Web Pages

April 19, 2017

This report is co-released with:

- [Changes to DOE's Office of Energy Efficiency & Renewable Energy Bioenergy Technologies Office Web Pages](#)
- [Changes to DOE's Office of Energy Efficiency & Renewable Energy Wind Energy Technologies Office Web Pages](#)

Writing and review of this report was conducted and overseen by the members of EDGI's Website Monitoring Committee: Maya Anjur-Dietrich, Andrew Bergman, Gretchen Gehrke, and Toly Rinberg.

**EDGI DISCLAIMER** - *The information and images within this report are for general information purposes only. The scope of this report is limited to version tracking information of publicly available websites. EDGI has no control over the nature, content, or sustained availability of the websites we monitor. While EDGI works to assure that the information in this report is correct, that information is subject to the limitations of version tracking software, and is provided "as is." EDGI makes no representations or warranties of any kind, express or implied, about the completeness or reliability of this information, **nor does EDGI intend to assess any agency or entity's intentions or rationale for the demonstrated changes to any webpages or other online content that appear in this report.** Do not rely on the information in this report as predictive, or ascribe intent not presented within the report. In no event will EDGI or any of its members be liable for the use or misuse of the information in this report. Please consult with an appropriately qualified expert if you require qualitative evaluation of or advice about the content of this report.*

## Changes to DOE's Office of Energy Efficiency and Renewable Energy Vehicle Technologies Office Web Pages

**DOE's Office of Energy Efficiency & Renewable Energy (EERE) has made extensive changes to pages pertaining to the Vehicle Technologies Office. General information and statistics were updated; other changes may represent shifts in Office priorities.**

### Description

Extensive changes and reorganizations occurred on pages in the Vehicle Technologies Office (VTO) of the Department of Energy's Energy Efficiency and Renewable Energy (EERE) Office. This report focuses on a subset of the entire domain, analysing changes to the "Vehicle Technologies Office: Moving America Forward with Energy Efficient Vehicles" page and three of its subpages, "Working with Us", "Partnerships", and "Plug-In Electric Vehicles and Batteries". Of the listed changes, several fall into two main categories: (1) changes in emphasis on renewable fuels as replacements for fossil fuels and (2) shift in descriptions of vehicle technology priorities.

A similar analysis was applied and documented in EDGI Website Tracking reports to changes to EERE's [Bioenergy Technologies Office](#) and [Wind Energy Technologies Office](#) pages. Significant changes were also identified in EERE pages, across multiple domains, outside the scope of these three reports and may be worth further investigation.

The most notable changes to the VTO pages in this report are summarized here:

1. **Changes in emphasis on renewable fuels as replacements for fossil fuels**
  - a. Changed the mission statement of the VTO from "reduce the use of petroleum" to "strengthen US energy security, economic vitality, and quality of life", on the "Working with Us" page (Change 2.1a).
  - b. Changed "transitioning to a mix of plug-in electric vehicles could reduce petroleum use by more than 40 percent and greenhouse gas emissions by more than 30 percent" to "transitioning to a mix of plug-in electric and low-carbon fuels and electricity could reduce greenhouse gas emissions by more than 80 percent and petroleum use almost entirely." on the "Plug-in Electric Vehicles and Batteries" page (Change 4.1b).
2. **Additional shifts in descriptions of vehicle technology Priorities**
  - a. Removed "While the number of vehicles in the U.S. is expected to remain steady, the number of vehicles worldwide is expected to increase from one billion now to more than two billion by 2040, according to Argonne National Laboratory's [VISION model](#)" (Change 1.2a).
  - b. Removed mention of "environmental security": on the "Plug-in Electric Vehicles and Batteries" page, the introductory phrase changed from "With their immense potential for increasing the country's energy, economic, and environmental security" to "With their immense potential for increasing the country's energy security, economic vitality, and quality of life" (Change 4.1a).

## Detailed Description of Changes

*Note: Our version tracking software was not checking most of the following pages, meaning that version comparisons were sourced from the Internet Archive. This means that many of the comparisons do not have highlights, and, in contrast to previous report formats, we have quoted blocks of changed text rather than referencing shorter phrases. In addition, quoted links corresponding to pages sourced from the Internet Archive reference the Internet Archive versions of that page.*

### **Page 1: VEHICLE TECHNOLOGIES OFFICE: MOVING AMERICA FORWARD WITH ENERGY EFFICIENT VEHICLES**

- URL:  
<https://energy.gov/eere/vehicles/vehicle-technologies-office-moving-america-forward-energy-efficient-vehicles>
- Side-by-side View: 1/26/17 to 2/5/17
- Changes occurred between **Jan 26, 2017 7:51 AM ET** and **Feb 5, 2017 6:13 AM ET**

*Note: This unusually wide range of times is due to the fact that this page was not being tracked by software that EDGI uses—past versions were accessed using the Internet Archive.*

#### **Screenshot 1.1**

*Note: Many changes in this section are updates of statistics and of new relevant information.*

#### **Changes to the Introduction of the “WHY IT MATTERS” Section**

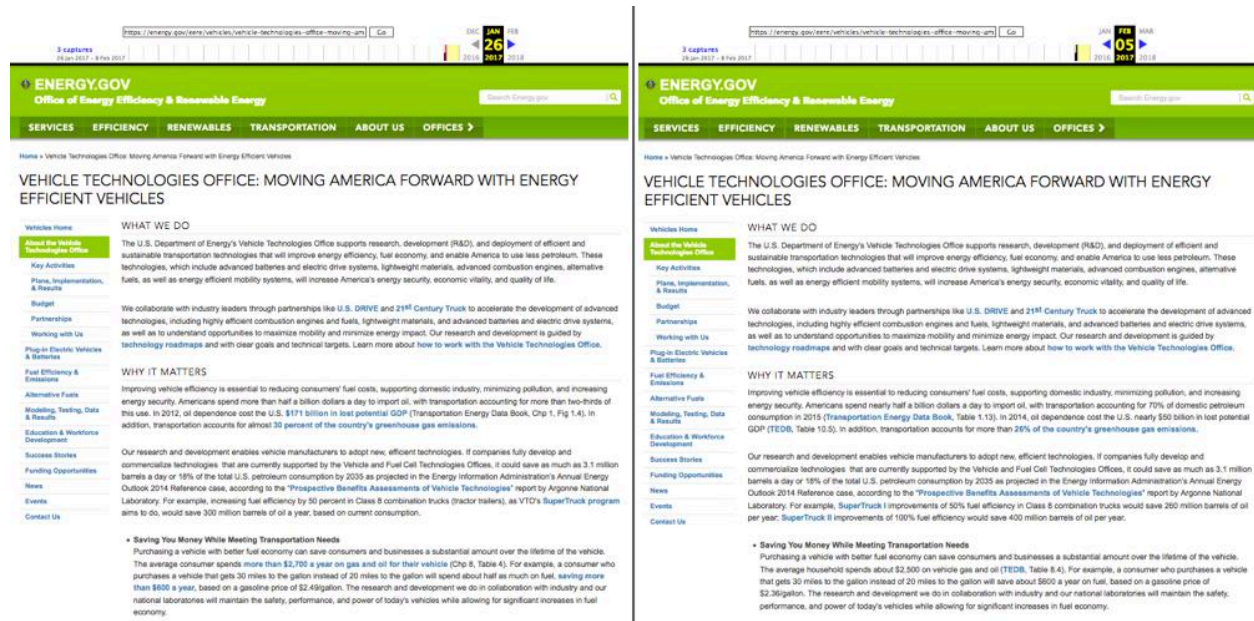
(1.1a) Changed “with transportation accounting for more than two-thirds of this use. In 2012, oil dependence cost the U.S. [\\$171 billion in lost potential GDP](#) (Transportation Energy Data Book, Chp 1, Fig 1.4). In addition, transportation accounts for almost [30 percent of the country's greenhouse gas emissions.](#)” to “with transportation accounting for 70% of domestic petroleum consumption in 2015 ([Transportation Energy Data Book](#), Table 1.13). In 2014, oil dependence cost the U.S. nearly \$50 billion in lost potential GDP ([TEDB](#), Table 10.5). In addition, transportation accounts for more than [26% of the country's greenhouse gas emissions.](#)”

(1.1b) Changed “increasing fuel efficiency by 50 percent in Class 8 combination trucks (tractor trailers), as VTO's [SuperTruck program](#) aims to do, would save 300 million barrels of oil a year, based on current consumption.” to “[SuperTruck I](#) improvements of 50% fuel efficiency in Class 8 combination trucks would save 260 million barrels of oil per year; [SuperTruck II](#) improvements of 100% fuel efficiency would save 400 million barrels of oil per year.”

#### **Changes to the “Saving You Money While Meeting Transportation Needs” Subsection**

(1.1c) Changed “The average consumer spends [more than \\$2,700 a year on gas and oil for their vehicle](#) (Chp 8, Table 4). For example, a consumer who purchases a vehicle that gets 30 miles to the gallon instead of 20 miles to the gallon will spend about half as much on

fuel, [saving more than \\$600 a year](#), based on a gasoline price of \$2.49/gallon.” with “The average household spends about \$2,500 on vehicle gas and oil ([TEDB](#), Table 8.4). For example, a consumer who purchases a vehicle that gets 30 miles to the gallon instead of 20 miles to the gallon will save about \$600 a year on fuel, based on a gasoline price of \$2.36/gallon.”

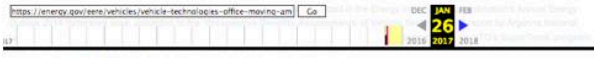


## Screenshot 1.2

### Changes to “WHY IT MATTERS” Section (cont.)

(1.2a) Removed “While the number of vehicles in the U.S. is expected to remain steady, the number of vehicles worldwide is expected to increase from one billion now to more than two billion by 2040, according to Argonne National Laboratory's [VISION model](#).”

(1.2b) Changed “[28% of the nation's greenhouse gas emissions](#) and [59% of the nitrogen oxide emissions](#)” to “[26% of the nation's greenhouse gas emissions](#) and [57% of the nitrogen oxide emissions](#)”.



- **Supporting the U.S. Economy**  
Helping consumers spend less on fuel means that they have more money to reinvest in the American economy. Reducing the fuel expenses of heavy-duty vehicles, such as long-haul trucks and transit buses, can lower the costs of the companies running these vehicles to do business. These savings can increase domestic companies' competitiveness and potentially lower prices for consumers. Supporting domestic development and manufacturing of efficient and advanced vehicles helps continue America's long history of automotive production and offers great promise for the future.
- **Improving Our Energy Security**  
Improving efficiency and replacing oil with domestic alternative fuels helps reduce our reliance on imported petroleum. This improves the country's resiliency against oil price shocks and decreases the amount of money the U.S. sends abroad. While the number of vehicles in the U.S. is expected to remain steady, the number of vehicles worldwide is expected to increase from one billion now to more than two billion by 2040, according to Argonne National Laboratory's VISION model. As worldwide demand for oil rises, these technologies will help provide Americans with greater freedom of mobility while increasing our energy security.
- **Protecting the Public Health and the Environment**  
Transportation accounts for 28% of the nation's greenhouse gas emissions and 69% of the nitrogen oxide emissions, according to the U.S. Environmental Protection Agency. These harmful emissions contribute to global climate change and smog. Reducing emissions from vehicles through efficient and clean technologies can substantially contribute to lowering these emissions, improving public health and protecting global ecosystems.

MENT OF ENERGY

Careers & Internships | EERE Home | Contact EERE

Renewable Energy	<b>ABOUT THIS SITE</b>	<b>ENERGY DEPARTMENT</b>	<b>FEDERAL GOVERNMENT</b>
	Web Policies Privacy No Fear Act Whistleblower Protection Information Quality Open Gov Accessibility	Budget & Performance Debriefs, Delegations & Requirements FOIA Inspector General Privacy Program Small Business	The White House USA.gov



- **Supporting the U.S. Economy**  
Helping consumers spend less on fuel means that they have more money to reinvest in the American economy. Reducing the fuel expenses of heavy-duty vehicles, such as long-haul trucks and transit buses, can lower the costs of the companies running these vehicles to do business. These savings can increase domestic companies' competitiveness and potentially lower prices for consumers. Supporting domestic development and manufacturing of efficient and advanced vehicles helps continue America's long history of automotive production and offers great promise for the future.
- **Improving Our Energy Security**  
Improving efficiency and replacing oil with domestic alternative fuels helps reduce our reliance on imported petroleum. This improves the country's resiliency against oil price shocks and decreases the amount of money the U.S. sends abroad. As worldwide demand for oil rises, these technologies will help provide Americans with greater freedom of mobility while increasing our energy security.
- **Protecting the Public Health and the Environment**  
Transportation accounts for more than 28% of the nation's greenhouse gas emissions and 69% of the nitrogen oxide emissions, according to the U.S. Environmental Protection Agency. These harmful emissions contribute to global climate change and smog. Reducing emissions from vehicles through efficient and clean technologies can substantially contribute to lowering these emissions, improving public health and protecting global ecosystems.

MENT OF ENERGY

Careers & Internships | EERE Home | Contact EERE

Renewable Energy	<b>ABOUT THIS SITE</b>	<b>ENERGY DEPARTMENT</b>	<b>FEDERAL GOVERNMENT</b>
	Web Policies Privacy No Fear Act Whistleblower Protection Information Quality Open Gov Accessibility	Budget & Performance Debriefs, Delegations & Requirements FOIA Inspector General Privacy Program Small Business	The White House USA.gov

Internet Archive: [previous version from Jan 26, 2017](#) and [current version from Feb 5, 2017](#)

## Page 2: Working with Us

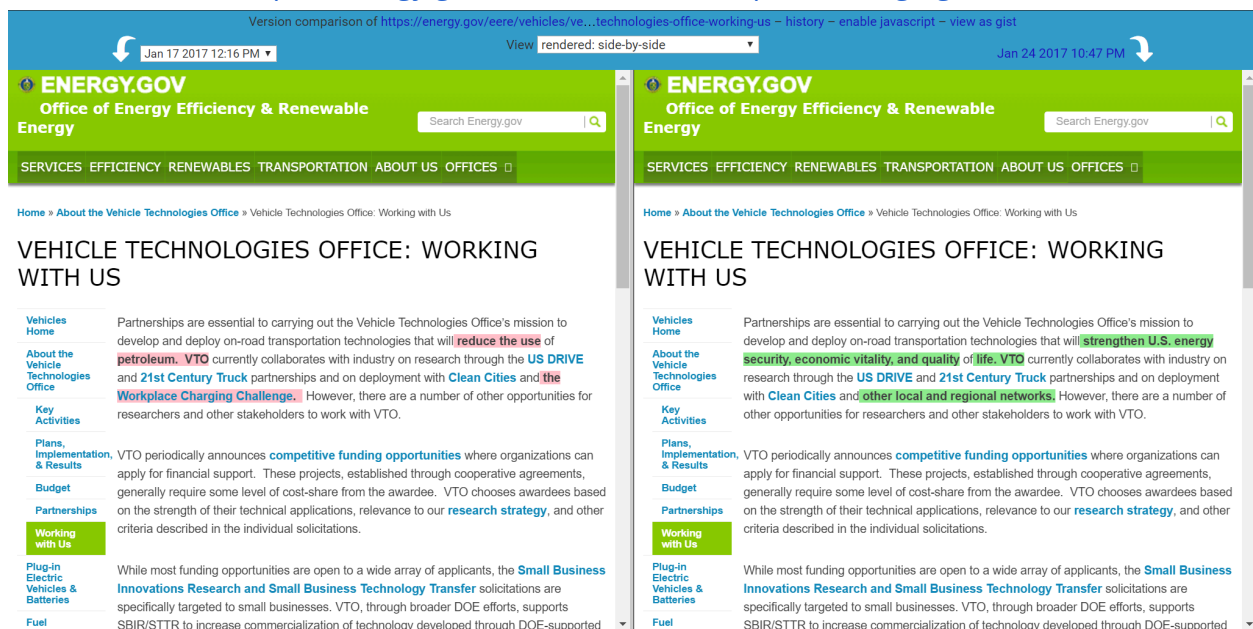
- URL: <https://energy.gov/eere/vehicles/vehicle-technologies-office-working-us>
- Side-by-side View: 1/17/2017 to 1/24/2017
- Change occurred between **Jan 23, 2017 9:56 PM ET** and **Jan 24, 2017 10:47 PM ET**

### Screenshot 2.1

(2.1a) Changed "reduce the use of petroleum" to "strengthen US energy security, economic vitality, and quality of life", referring to the "Office's mission to develop and deploy on-road transportation technologies.

(2.1b) Removed text "Workplace Charging Challenge" linked to URL

<https://energy.gov/eere/vehicles/ev-everywhere-workplace-charging-challenge>. This URL now redirects to <https://energy.gov/eere/vehicles/workplace-charging>



Internet Archive: [previous version from Dec 20, 2016](#) and [current version from Feb 6, 2017](#)



**Page 3: Partnerships**

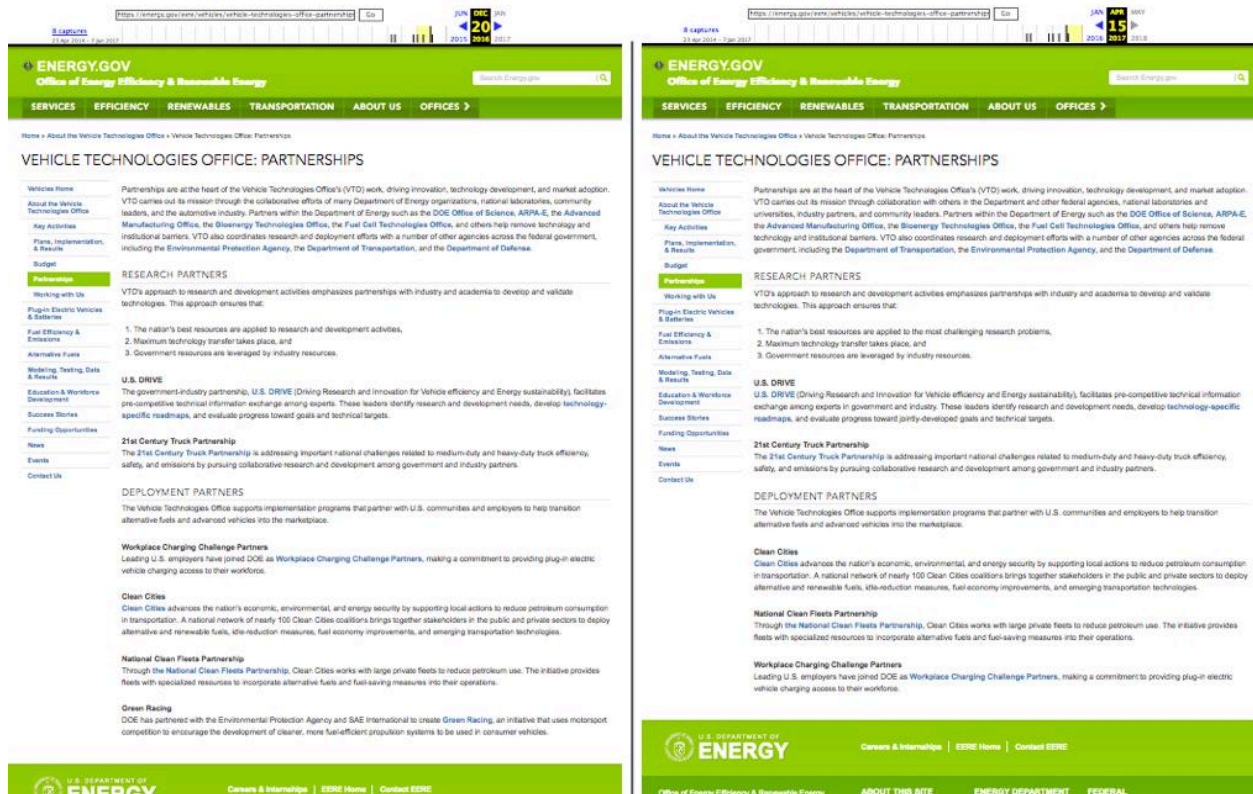
- URL: <https://energy.gov/eere/vehicles/vehicle-technologies-office-partnerships>
- Side-by-side View: 12/20/16 to 4/15/17
- Changes occurred between **Dec 20, 2016 3:21 AM ET** and **Apr 15, 2017 6:55 PM ET**

*Note: This unusually wide range of times is due to the fact that this page was not being tracked by software that EDGL uses—past versions were accessed using the Internet Archive.*

**Screenshot 3.1**

**Changes to “ DEPLOYMENT PARTNERS” Section**

(3.1a) Removed the “Green Racing” Subsection: “Green Racing: DOE has partnered with the Environmental Protection Agency and SAE International to create [Green Racing](#), an initiative that uses motorsport competition to encourage the development of cleaner, more fuel-efficient propulsion systems to be used in consumer vehicles.”



**Internet Archive:** [previous version from Dec 20, 2016](#) and [current version from Apr 15, 2017](#)

**Page 4: Plug-In Electric Vehicles and Batteries**

- URL: <https://energy.gov/eere/vehicles/vehicle-technologies-office-plug-electric-vehicles-and-batteries>
- Side-by-side View: 12/17/16 to 1/20/17
- Changes occurred between **Dec 17, 2016 2:28 AM ET** and **Apr 15, 2017 9:38 PM ET**

*Note: This unusually wide range of times is due to the fact that this page was not being tracked by software that EDGI uses—past versions were accessed using the Internet Archive.*

**Screenshot 4.1**

(4.1a) Changed “With their immense potential for increasing the country's energy, economic, and environmental security” to “With their immense potential for increasing the country's energy security, economic vitality, and quality of life”

(4.1b) Changed “transitioning to a mix of plug-in electric vehicles could reduce petroleum use by more than 40 percent and greenhouse gas emissions by more than 30 percent.” to “transitioning to a mix of plug-in electric and low-carbon fuels and electricity could reduce greenhouse gas emissions by more than 80 percent and petroleum use almost entirely.”

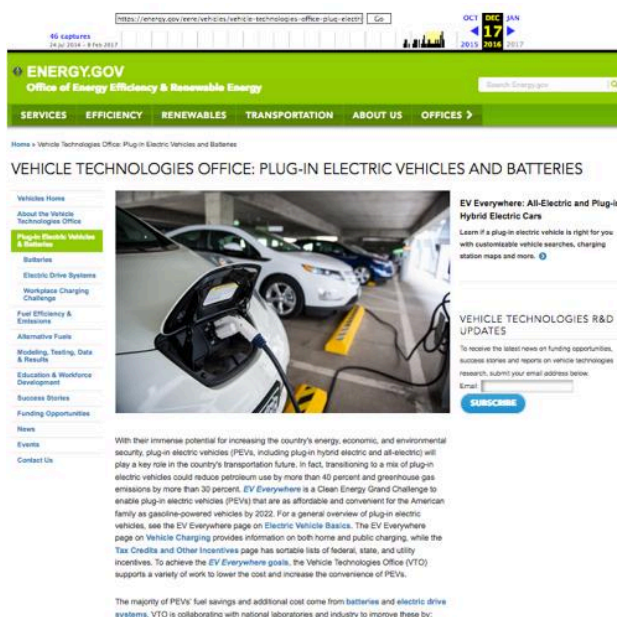
**Changes relating to EV Everywhere Initiative**

(4.1c) Removed “EV Everywhere” from the phrase “For a general overview of plug-in electric vehicles, see the EV Everywhere page on [Electric Vehicle Basics](#).”

(4.1d) Removed “[EV Everywhere](#) is a Clean Energy Grand Challenge to enable plug-in electric vehicles (PEVs) that are as affordable and convenient for the American family as gasoline-powered vehicles by 2022.”

(4.1e) Removed “To achieve EV Everywhere goals” from phrase “To achieve EV Everywhere goals, the Vehicle Technologies Office...”

(4.1f) Changed sidebar subsection from “Workplace Charging Challenge” to “Workplace Charging”





## Screenshot 4.2

(4.2a) Changed:

“VTO is also supporting a variety of work to help businesses and communities better serve current and future drivers of PEVs. [The Workplace Charging Challenge](#) aims to achieve a tenfold increase in the number of U.S. employers offering workplace charging in the next five years. Find out about how your company can participate and what resources are available to help carry out that commitment.”

to

“VTO is also working with national laboratories and key stakeholders to advance the development and use of PEV charging infrastructure. Three broad [principles](#) guide VTO efforts in this area and are intended to support communities, companies, and other stakeholders as they plan for future PEV charging availability.

All of this work, spanning R&D, analysis, and technical information resources not only leverages the unique capabilities and deep technical expertise of our national laboratories, but also involves close coordination with other Federal agencies, including the U.S. Department of Transportation, state and local governments, industry partners, and other key stakeholders to serve current and future PEV drivers across America.”

(4.2b) Replaced car model with “Chevrolet Camaro” from previous version of sentence “VTO has sponsored [student competitions in advanced vehicles](#) for more than 25 years, with the latest focusing on transforming a conventional Chevrolet Malibu into a PEV without compromising performance, safety, or consumer acceptability.”

<https://energy.gov/eere/vehicles/vehicle-technologies-office-plug-electric> Go

OCT **DEC 17** JAN  
2015 2016 2017

The majority of PEVs' fuel savings and additional cost come from **batteries and electric drive systems**. VTO is collaborating with national laboratories and industry to improve these by:

- Reducing the cost, volume, and weight of batteries by developing cell and modules, improving lithium-ion electrochemistries, and investigating new materials
- Improving electric traction drive systems by reducing the cost, decreasing the weight and volume, improving the performance, and increasing the efficiency of power electronics and electric motors.

While these systems are unique to electric drive vehicles, a number of other technologies can also be used in PEVs to reduce cost and improve all-electric range, including lightweight materials, advanced combustion engines (for plug-in hybrid electric), and advanced lubricants. **Improving the materials used in electric drive systems** can also increase their performance and efficiency. To maximize these technologies' effectiveness, researchers use **simulation and modeling software** to create "virtual vehicles" based on **data collected from vehicles on the road and in the laboratory**. VTO selects research and development projects through a competitive solicitation process and offers **funding opportunities** throughout the year.

VTO is also supporting a variety of work to help businesses and communities better serve current and future drivers of PEVs. **The Workplace Charging Challenge** aims to achieve a tenfold increase in the number of U.S. employers offering workplace charging in the next five years. Find out about how your company can participate and what resources are available to help carry out that commitment.

Community and fleet readiness activities connect local governments and private fleets with our nearly 100 **Clean Cities coalitions** around the country. The **PEV Readiness Scorecard** helps communities assess how prepared they are for PEV drivers, while a number of cities are already finding ways to improve planning, increase training, and cut red tape through **PEV community readiness projects**.

Lastly, VTO is partnering with a number of organizations and companies to train our workforce to develop, build, repair, and respond to incidents with these vehicles. VTO has sponsored **student competitions in advanced vehicles** for more than 25 years, with the latest focusing on transforming a conventional Chevrolet Malibu into a PEV without compromising performance, safety, or consumer acceptability.

DEPARTMENT OF ENERGY  
[Careers & Internships](#) | [EERE Home](#) | [Contact EERE](#)

[Energy & Renewable Energy](#) | [ABOUT THIS SITE](#) | [ENERGY DEPARTMENT](#) | [FEDERAL GOVERNMENT](#)

<https://energy.gov/eere/vehicles/vehicle-technologies-office-plug-electric> Go

FEB **APR 16** MAY  
2016 2017 2018

47 captures  
 28 Jun 2014 - 16 Apr 2017

The majority of PEVs' fuel savings and additional cost come from **batteries and electric drive systems**. VTO is collaborating with national laboratories and industry to improve these by:

- Reducing the cost, volume, and weight of batteries by developing cell and modules, improving lithium-ion electrochemistries, and investigating new materials
- Improving electric traction drive systems by reducing the cost, decreasing the weight and volume, improving the performance, and increasing the efficiency of power electronics and electric motors.

While these systems are unique to electric drive vehicles, a number of other technologies can also be used in PEVs to reduce cost and improve all-electric range, including lightweight materials, advanced combustion engines (for plug-in hybrid electric), and advanced lubricants. **Improving the materials used in electric drive systems** can also increase their performance and efficiency. To maximize these technologies' effectiveness, researchers use **simulation and modeling software** to create "virtual vehicles" based on **data collected from vehicles on the road and in the laboratory**. VTO selects research and development projects through a competitive solicitation process and offers **funding opportunities** throughout the year.

VTO is also working with national laboratories and key stakeholders to advance the development and use of PEV charging infrastructure. Three broad principles guide VTO efforts in this area and are intended to support communities, companies, and other stakeholders as they plan for future PEV charging availability.

All of this work, spanning R&D, analysis, and technical information resources not only leverages the unique capabilities and deep technical expertise of our national laboratories, but also involves close coordination with other Federal agencies, including the U.S. Department of Transportation, state and local governments, industry partners, and other key stakeholders to serve current and future PEV drivers across America.

For example, community and fleet readiness activities connect local governments and private fleets with our nearly 100 **Clean Cities coalitions** around the country. The **PEV Readiness Scorecard** helps communities assess how prepared they are for PEV drivers, while a number of cities are already finding ways to improve planning, increase training, and cut red tape through **PEV community readiness projects**.

Also, VTO is partnering with a number of organizations and companies to train our workforce to develop, build, repair, and respond to incidents with these vehicles. VTO has sponsored **student competitions in advanced vehicles** for more than 25 years, with the latest focusing on transforming a conventional Chevrolet Camaro into a PEV without compromising performance, safety, or consumer acceptability.

U.S. DEPARTMENT OF

Internet Archive: [previous version from Dec 17, 2016](#) and [current version from Apr 16, 2017](#)