

I'm not robot!



Electromagnetic compatibility (EMC)  
Generic standards. Emission standard  
for industrial environments

## EMISSION STANDARDS IN THE UNITED STATES

		NMOG Grams (Mile)	CO Grams (Mile)	NO <sub>x</sub> Grams (Mile)
LEV I (Cars)	TLEV	0.125 (0.156)	3.4 (4.2)	0.4 (0.6)
	LEV	0.075 (0.090)	3.4 (4.2)	0.2 (0.3)
	ULEV	0.040 (0.055)	1.7 (2.1)	0.2 (0.3)
LEV II (Cars and Trucks less than 8,500 lbs)	LEV	0.075 (0.090)	3.4 (4.2)	0.05 (0.07)
	ULEV	0.040 (0.055)	1.7 (2.1)	0.05 (0.07)
	SULEV	-(0.010)	-(1.0)	-(0.02)

CHART 9-3

### EMISSION STANDARDS IN THE US

In the United States, standards are managed by the Environmental Protection Agency (EPA) and some state governments. Some of the strictest standards in the world are formulated by the California Air Resources Board (CARB).

Tier 1 and Tier 2 Federal emission standards are set by the Clean Air Act Amendments (CAAA) of 1990, grouped by Tier. All vehicles sold in the US must meet Tier 1 in effect in 1994, and are the least stringent.

Tier 2 standards have been optional since 2001, currently being phased in to be adopted by 2009. Current Tier 1 standards are different between automobiles and light trucks (SUVs, pickup trucks, and minivans). Tier 2 standards are the same for both.

## EMISSION STANDARDS IN THE UNITED STATES

### TIER 1 AND TIER 2

- TLEV—Transitional Low-Emission Vehicle.
- LEV—(also known as LEV I)—Low-Emission Vehicle.
- ULEV—(also known as ULEV I).
- ULEV II—Ultra-Low-Emission Vehicle.
- SULEV—Super-Ultra-Low-Emission Vehicle.
- ZEV—Zero-Emission Vehicle.
- ILEV—Inherently Low-Emission Vehicle.
- AT-PZEV—Advanced Technology Partial-Zero-Emission Vehicle.

## Average certified emissions from the production and use of fuel ethanol in gCO<sub>2eq</sub>/MJ



Source: Aggregated and audited data of ePURE members

The penalty for failing to meet the CAFE standards is based on the difference between the manufacturer's fleet average fuel economy and the annual standard, and costs \$14 per tenth of a mile per gallon, multiplied by the number of vehicles in the manufacturer's fleet. California found that automakers were successfully and affordably deploying advanced technologies to meet fuel economy requirements and the state's zero-emission vehicle program. Following President Biden's Executive Order 14037, Strengthening American Leadership in Clean Cars and Trucks, EPA announced it would release new standards for trucks in three phases, beginning with setting stronger nitrogen oxide standards for heavy-duty trucks beginning in model year 2027, setting stronger emissions standards for medium-duty commercial vehicles for model year 2027 and later in conjunction with new standards for light-duty vehicles for model year 2027 and beyond, and setting Phase 3 greenhouse gas standards for heavy-duty vehicles beginning as soon as model year 2030 that are significantly stronger than the standards beginning in model year 2027. Engine Standards: Tractor engines should reduce carbon dioxide emissions by 5 percent, and vocational diesel and gasoline engines should reduce carbon dioxide by 4 percent from Phase 1 standard levels by improving air handling, reducing engine friction, or improving emissions after-treatment technologies and waste heat recovery. The SAFE rule also updated state emission programs. The lawsuit alleged that EPA's decision lacked scientific justification. Features for greater flexibility included: A credit trading system; Possibility of compliance for air conditioning improvements; Qualifying off-cycle credits (like solar panels on hybrid vehicles, active aerodynamics, or adaptive cruise control) for compliance; Alternative vehicle incentives; and Inclusion of truck hybridization for compliance. In NRDC and Sierra Club presented the cause against NHTSA for its aimed rule. The ambitious standards produce net economic benefits of \$ 120 billion to \$ 190 billion during that period, including 8 billion dollars to 19 billion dollars in public health benefits due to lower emissions of charges of other pollutants responsible for smog and soot, and saving consumers hundreds of billions of dollars at the pump. The Safe rule was less rigorous than the Obama-Ara rule that replaced. This multiplier applies only to the 2023-2024 models to support the transition to more rigorous standards. Finally, the rule restores the incentives for Full-Size pick-up trucks for the years Model 2023-2024, which have been originally removed from the Safe rule. The rule should lead to 3.1 billion tons of carbon dioxide emissions avoided in 2050 and reduce the use of petrol of 360 billion gallons. The group included California, Colorado, Connecticut, Delaware, Hawaii, Illinois, Maine, Maryland, Massachusetts, Michigan, Minnesota, Nevada, New Jersey, New Mexico, New York, North Carolina, Oregon, Pennsylvania, Rhode Island, Vermont, Virginia, Washington, Wisconsin, and the Columbia district. In response, the National Resources Defense Council (NRDC) and other environmental groups, as well as the States of New York, California, Vermont, Pennsylvania and Maryland, asked NHTSA to maintain the most high in force while reconsidering the amount. In January 2017, following an intermediate review of these standards and the technical evaluation project, the Obama administration issued a determination that maintained the standards until 2025. However, in the final rule issued in December 2016, NHTSA said that would not have applied the rectified rate to the 2019 model year to allow the ethanol to be used. The ethanol standard is expressed in grams of carbon dioxide per mile (g/mi) while NHTSA's proposed fuel economy is expressed in miles per gallon (mpg). While NHTSA and EPA often coordinate the fuel economy and greenhouse gas standards, NHTSA is required to provide more lead time than the EPA. EPA proposed repealing Phase 2 emissions standards for heavy-duty vehicles, glider engines and glider kits. Phase 1 standards applied to combined tractors, trucks and heavy vans and professional vehicles. Penalty not to meet CAFE standards If the average fuel economy of a manufacturer's fleet does not meet the standard set according to NHTSA rules, the manufacturer must pay a penalty. In addition to EPA's greenhouse gas emissions standards, the National Highway Traffic Safety Administration (NHTSA) has proposed new fuel economy standards for new cars and light trucks for 2024-2026 models in August 2021. In August 2020, the second US Court of Appeal restored the penalty of 14 dollars, unanimously, stating that CAFE's penalty is indeed a civil monetary penalty as it satisfies the legal definitions provided by the law on inflation adjustment and

NHTSA had previously treated CAFE's penalty as a civil monetary penalty. heavy pickup trucks and vans: These vehicles should reduce fuel consumption by 16 percent per model year 2027. This rule would require car manufacturers to improve fuel efficiency 7 percent per year of model 2020-2025 vehicles, reaching 46.7 miles per gallon (mpg) by 2025. The SAFE rule's justification provided that fuel efficiency standards ad ad havele 'Aip olociev led itsoc i eho jiladarts iuedicmi id oibcsti la enoizisopsee erogigam anu idniuq e adiuq erogram anu aiggarocni eic zoilabimr id otidfeã nu onnah etad evitceffe eht gnivaled elur lanif miretni na dehsilbup ASTHN, noilarisninda piery eht fo syrad lanif eht ni ,1202 yraunaj ni ,seluR selcihev EFAS eht emaceb taht gnikamelur wen a ot del siht ,ainrofliaC fo etats eht dna srekamotua rojam fo noitarepooe eht hitw selcihev ytud -thil 5202ãã7102 RAEY LEDOM ROF sdragtats margorp lanoitau Fo tes dnoces ,2 APE detcerid redrO evitucexE eht ,ecnaveler FO ,APE dna ygrnE fo tnentraped eht hitw noitatlusnoc refa selcihev ytud-yvaeH dna -muidem rofÅ Ásdradnats ycneicifE hsilbatse ot noitatropsnarT fo tnentraped eht detceridÅ AssergnoC ,7002 ni sdradnatS ytud-yvaeH dna -muideM FO Yrotsih ,.Noitavonni Lacigolonhceit Gnigaruoene dna Evitceffe-toce-toce-toc Erom ecnailpmoc gnñiam ,ytibixelf gnivorp our demia Serutaef dedulcni sdradnats 422 yb 422 snoc leuf ecluder dluoHS skurt egabrag ,sesub ,skurt yrevileD :selcihev lanoitacoV ,selcihev ytud-yvaeH dna muidem rofÅ Ásdradnats 2 esahPÅ Áeht dezilanif ASTHN dna APE ,6102 tsuguA nl ,sdradnats esoit deexce yltnacifingis ot stnemtimmoc gnitsixe rieht gnitartsnomed ,elur EFAS eht yb tes esoit naht sdradnats snoisime tnegirts erom yltnacifingis teem ot ainrofliaC fo etats eht hitw edam jovloV dna ,WMB ,negawskioV ,adnoH ,droF (srekamotua evif tneemeerga yratnulov eht detic seicnega htob ,yilanotiddã ,sdradnats eht teem ot eunitnoc ylbadroffa dluoc srekamotua Taht tcepxe ot ot ot ot ot ot otua .S.u ni hitworg riy-neves dna stneriuqer dñiteem srekaMotua FO ssecused eht detic ape otm'ssel selmhev selciffe leciffe leciffe leciffe leciffe Reruticafunam taht dna ;selcihev EFas ssel ,Redlio gnivrid peek ot meht egaruoene dna Selcihev or gnisahrup mor sreumusnoc egaruoecsid sðdanats ycneiciffe leuf the increase to the model year 2022. The standards would increase by about 80% each year, reaching an average of 48 miles per gallon (mpg) by 2026. Phase 2 standards have been designed to apply to some trailers of models years 2018-2027 and semi-truck, large truck pick-ups, vans, and all bus and truck models 2021-2027. The penalty was originally established in 1975 at \$5.50 a tenth of a mile per gallon. In 2011, EPA and NHTSA established the heavy national program (known as Phase 1) standards, the first harmonized standards of greenhouse gas emissions and fuel economy standards for heavy vehicles on road of model years 2014-2018. In addition, it reinstates the off-cycle credits program that allows car manufacturers to count the improvements in non-exhausted energy efficiency that reduce hydrofluorocarbon (HFC) or other emissions to global greenhouse gas emissions reductions for the 2023-2026 models. To provide flexibility for manufacturers, the program allows you to mediate, banking and trading between regulated parties in order to speed up the implementation of new technologies and reduce the cost of compliance. The California Air Resources Board (CARB) agreed with EPA determination in its mid-term review of California vehicle standards. EPA concluded that since 2012 the regulatory process aimed at the initial standards, expectations on gas prices and the adoption of consumers of advanced technological vehicles had changed. In August 2021, President Biden signed an Executive Order to strengthen the American leadership in clean cars and trucks, which establishes a non-binding goal of making 50 percent of cars and light trucks zero-emission vehicles by 2030, and EPA and NHTSA issuedshort-term standard for light and passenger vehicles. Canada also adopted standards aligned with the second set of national program standards through model yearIn response, California and other states have sued federal court to contest the final action on the prevention of state vehicles standards. In April 2021, the EPA of the Biden Administration and the transport department started the process of abandoning the renunciation of California. 2023We € ä, ~ à € œ2026 carbon dioxide throughout the fleet (CO2) and Standard Savings Standards of the vehicle 2023 2024 2024 2025 2026 CO2 passenger cars (g/Mi) 166 158 149 132 CO2 equi. In April 2018, the Trump administration issued a reconsideration of the medium-term evaluation for greenhouse gas emission standards for the year 2022-2025 light vehicles. The final rule requires car manufacturers to achieve an expected lens for the sector of 161 grams of carbon dioxide per mile (G/Mi) in 2026, which increases by 9.8 percent penalty from the model 2022 to 2023, 5, 5, 1 percent in the year Model 2024, 6.6 percentage in the model 2025 and 10.3 percent in the model 2026. EPA and NHTSA provided that the safe rule would reduce the costs of the vehicle of over \$ 1,000, but consumers They will spend between \$ 1,125 and \$ 1,425 dollars in more on fuel costs during the life of the vehicle. Trailers: trailers should reduce the 9 % fuel consumption by model 2027, also improving aerodynamics, reducing weight and facing the pressure and resistance of the tires. The agencies proposed standard with different effective dates to reflect this. Phase 1 standards have not applied to commercial trailers. The EPA concluded that the standards were based on obsolete information and what more recent information suggested that current standards could be too rigorous, making vehicles less convenient. In December 2021, the NHTSA issued an repeal of the vehicle rule And in March 2022 the EPA did the same, thus restoring the renunciation of California and the ability of other states to adopt California standards. In December 2021, the Environmental Protection Agency (EPA) issued new new ones gas emission standards for new passenger cars and light-duty trucks. In June 2018, the Second U.S. Circuit Court of Appeals vacated the 2017 rule, declaring NHTSA does not have the legal authority to indefinitely delay the penalties. While the draft rule proposed extending the lifetime of earlier yearsAAA credits to make it more flexible, EPA explains in the final rule that it believes the current trajectory of the electric vehicle market combined with the leniency under the previous SAFE rule will allow automakers to meet the standards without needing to extend the lifetime of the oldest credits. Phase 2 standards for box trailers that would have gone into effect in 2018 have been stayed by court order. 2021eAAA2026 Standards In April 2020, EPA and NHTSA issued the Safer Affordable Fuel Efficient (SAFE) Vehicles Rule, which required automakers to improve fuel efficiency 1.5 percent annually from model years 2021 through 2026. Some of the standards are exclusively within EPAeAAAs jurisdiction, such as hydrofluorocarbon standards limiting leakage from vehicle air conditioning systems from certain heavy-duty vehicles, and nitrous oxide and methane emissions standards for pickup trucks and vans and heavy-duty engines. mpg 38 40 43 48 CAFE (mpg) Å Å 35,1 38,2 41.5 Combined Cars & Light Trucks CO2 (g/mi) 202 192 179 161 CO2 equiv. The Phase 2 standards are divided into five segments and were designed to help provide manufacturers with flexibility. The SAFE rule was also projected to slow electrification rates by 2029 to 7.9 percent compared to 19.6 percent under the Obama-era rules. EPAeAAAs rule also includes an estimated impact on fuel economy (shown as CO2 equivalent mpg), which assumes the rule is met exclusively by reducing tailpipe carbon dioxide. mpg 54 56 60 67 CAFE (mpg) Å Å 49.2 53.4 58.1 Light Trucks CO2 (g/mi) 234 222 207 187 CO2 equiv. The rule temporarily restores the advanced technology vehicle multiplier established under the Obama administration but removed by the Trump administration, which allowed zero emissions vehicles and close to zero to be weighed more strongly towards the standards to satisfy compared to conventional vehicles. The phase 2 standards developed by EPA and NHTSA currently apply to semi-strecks, large pick-up trucks, vans, and all buses and work trucks of models 2021-2027. The final rule of EPA retains and reinstains several flexibility and incentives with previous rules, including maintenance of the existing mediation program based on credit, banking and trading of greenhouse emissions first established in 2010. In response, a guided group From the California of 23 states and the Columbia district sued in federal court to challenge Epa's reconsideration. In July 2017, NHTSA announced a rule that delays the actual date of the new \$ 14 penalty indefinitely while requested a new public input tour, effectively maintaining the \$ 5.50 rate. Automkers cannot opt for the reporting of their fuel economies by choosing to pay a fine instead. This category includes tractors-trailers, large pickups and vans, delivery trucks, buses and garbage trucks. Combined tractors: combined class 7 and 8 tractors and their engines should reduce the 25 percent fuel consumption from the standard phase 1 levels per model year 2027. In July 2019, NHTSA concluded a rule that determines that the rate of Civil penalty of Cafe is not a civil monetary penalty that must be regulated according to the inflation law. Both the EPA and the NHTSA have mentioned important manufacturer's commitments to grow the production of electric vehicles and to improve the efficiency of the fleet in the coming years as a justification that the producers will be able to satisfy more stringent standards in proposals. In January 2021, President Biden signed the Executive Order 13990 on the protection of public health and the environment and the science of restoration to tackle the climate crisis. However, in August 2021 below Biden administration, the agency announced it would review its earlier decision, and proposed reinstating the effective date of 2019 in keeping with the two decisions by the Second U.S. Circuit Court of Appeals, additional suits over the rule, and numerous comments received in response to the 2021 interim final rule. In September 2019, EPA and NHTSA issued a final action that enabled federal vehicle standards to preempt state action and withdrew the waiver for CaliforniaeAAAs Advanced Clean Cars Program, Zero Emission Vehicle Program (ZEV), and Low-Emission Vehicle Program (LEV). Medium- and Heavy-Duty Vehicles Medium- and heavy-duty trucks make up only 5 percent of vehicles on the road but account for about 24 percent of U.S. transportation emissions. Now replaced by the Trump AdministrationeAAAs 2021eAAA2026 standards, these standards aimed to raise the combined average fleet fuel efficiency to 46.7 mpg for model year 2025, nearly double the 27.5 mpg required for model year 2010 (before the first set of national program standards were adopted). In August 2021, President BideneAAAs Executive Order 14037, Strengthening American Leadership in Clean Cars and Trucks, directed EPA to begin work on establishing new emissions standards for heavy-duty vehicles for model years 2027 through 2030 or later. In 2015, the Inflation Adjustment Act was enacted into law, requiring federal agencies to adjust civil monetary penalties to reflect inflation, and in July 2016 NHTSA published an interim final rule raising the civil penalty rate from \$5.50 to \$14. The order called for EPA to finalize this rulemaking by December 2022. 2022.

28/06/2017 · Effective Date : January 21, 2019Download FullText : 13: TIS 2721-2560 (2019) Rolling sound emission adhesion on wet surfaces and rolling resistance: Effective Date : september 24, 2019: ... Thai Industrial Standards Institute (TISI) 75/42 Rama VI Road, Ratchathewi Bangkok 10400. Website : www.tisi.go.th Phone : +66 2430 6815 Fax : +66 2 354 ... State of the Voluntary Carbon Markets 2019 Market Overview: data from 2017 and 2018; Market Dynamics: details trends observed in 2019; Market Direction: offers observations on market forces in 2020 and beyond; Voluntary Carbon Market Insights: 2018 Outlook and First-Quarter Trends; State of the Voluntary Carbon Markets 2017 14/05/2022 · Seventeen Republican attorneys general filed a lawsuit against the Environmental Protection Agency (EPA) on Friday for letting California set its own vehicle emission standards.. Driving the news: The suit alleges that EPA Administrator Michael Regan violated the Constitution's doctrine of equal sovereignty by giving California an exemption from the Clean Air Act and allowing the state to ... 28/06/2017 · Effective Date : January 21, 2019Download FullText : 13: TIS 2721-2560 (2019) Rolling sound emission adhesion on wet surfaces and rolling resistance: Effective Date : september 24, 2019: ... Thai Industrial Standards Institute (TISI) 75/42 Rama VI Road, Ratchathewi Bangkok 10400. Website : www.tisi.go.th Phone : +66 2430 6815 Fax : +66 2 354 ... Standards New Zealand is the leading developer of standards and standards-related solutions. We sell New Zealand, joint Australian/New Zealand, ISO, IEC, and BSI standards. ... download our sponsored documents. Recently published. ... Positron emission tomographs. Most popular standards. NZS 3910:2013. Conditions of contract for building and ... CISPR 11:2015+AMD1:2016+AMD2:2019 CSV Standard | Industrial, scientific and medical equipment - Radio-frequency disturbance characteristics - Limits and methods of measurement ... This standard covers emission requirements related to radio-frequency (RF) disturbances in the frequency range of 9 kHz to 400 GHz. ... Please send your enquiry by ... Follow us on: w e t a . Type search Word. We set the standards to measure and manage emissions. n. ... Greenhouse Gas Protocol provides standards and tools that help countries and cities track progress toward climate goals. ... 10.15.2019 | Announcement - Read more news. GHG Protocol Review Service ... Stack Emission Monitoring & Testing Services by our Company. Perfect Pollucon Services offer Stack emission testing and Source Emission monitoring services to keep a check on industrial waste stream that is released into the atmosphere. Every industry or manufacturing company has to notify their stack emission levels to the pollution control board. 18/02/2022 · EPA collects detailed sulfur dioxide (SO 2), nitrogen oxides (NOX), and carbon dioxide (CO 2) emissions data and other information from power plants across the country as part of... the Acid Rain Program (ARP), the Cross-State Air Pollution Rule (CSAPR), the CSAPR Update, and; the Revised CSAPR Update (RCU). The 2021 annual data show a 20 percent increase in SO 2 emissions compared to 2020 ... 21/12/2021 · Corporate Average Fuel Economy standards regulate how far vehicles must travel on a gallon of fuel. ... 2020, decision of the United States Court of Appeals for the Second Circuit in Case No. 19-2395 is vacated, however, the rate will remain at \$5.50 instead. CAFE Civil Penalty Interim Final Rule ... Phase 1 of Fuel Efficiency and GHG Emission ... 19/11/2021 · In model year 2020, the average estimated real-world CO 2 emission rate for all new vehicles fell by 7 g/mi to 349 g/mi, the lowest ever measured. Fuel economy increased by 0.5 mpg to 25.4, achieving a record high. Since model year 2004, CO 2 emissions have decreased 24%, or 112 g/mi, and fuel economy has increased 32%, or 6.1 mpg. Over that time, CO 2 emissions and fuel economy have ... Super ultra-low emissions vehicle (SULEV) is a U.S. classification for passenger vehicle emissions.The classification is based on producing 90% fewer emissions than the average gasoline-powered vehicle. The SULEV standard is stricter than the standard for LEV (low emission vehicle) and ULEV (ultra-low-emission vehicle), however not as strict as PZEV (partial zero ...

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